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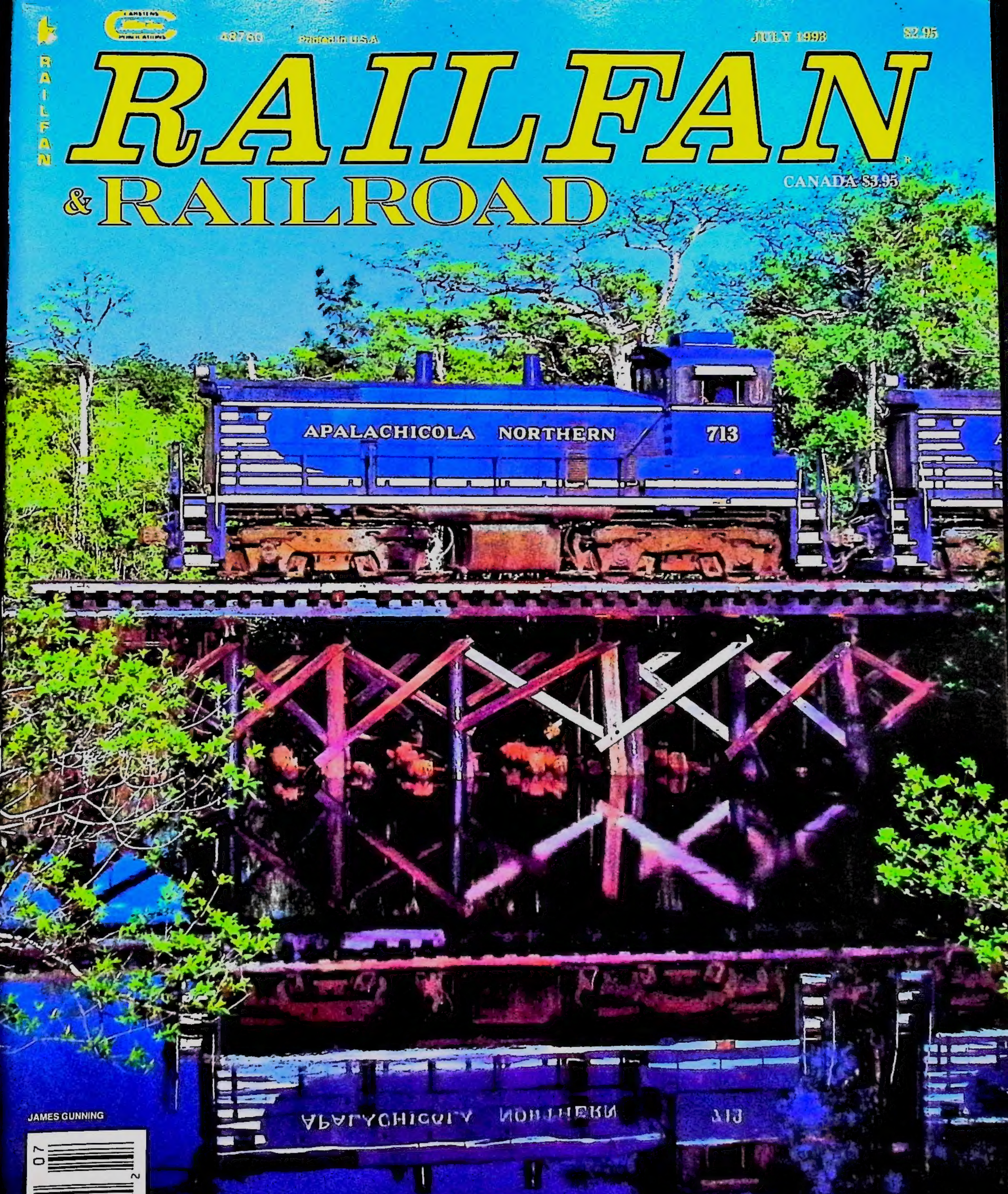

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KODACHROMES, ABOVE: KURT MAY; INSET: MIKE DEL VECCHIO

CP RAIL SYSTEM SD40 5415 revealed the company's new image at Bensenville, Illinois, on April 3 (**top**). Scotchlite markings on SD40-2 6034 at Binghamton, New York, on April 4 (**above**) reflect CP's unification with U.S. subsidiaries Soo and D&H. See page 42.

KODACHROME: STEVE GLISCHINSKI

CAT-POWERED BN GP20C 2002 and a Soo Line GP30C passed Little Canada, Minn., on February 23 (**above right**). See page 42.

CSX DASH 8-40CW 7812, previously numbered 1992 for George Bush's POTUS specials last year, was still wearing its Presidential livery at Waycross, Georgia, on February 24 (**right**). See page 42.

KODACHROME: PETER JOBE

EMD 70-SERIES technology was demonstrated for several weeks on Conrail by SD70Ms 7000-7002. On March 31, they led Enola-bound OIEN west past Easton, Pennsylvania, (**below**). See page 42.

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From the Publisher's desk: Free Gondola Ride

It was D Day plus four when the 143-man 709th Railroad Operating Company landed at Lingayen Gulf and set up shop at the railroad yards in San Fabian in the Philippines. Their job was to get the war-torn Manila Railroad running as quickly as possible to supply the combat troops.

The Japanese had done little if any maintenance, there was severe artillery damage and both the Japanese and the Filipinos had wandered off with parts, tools and anything removable. The June 15, 1945, issue of *Yank* describes how scrounging and long hard hours brought engine 171 back to life, its first run being to bring rations to troops in the fighting areas south of San Fabian.

The Manila Railroad was 42-1/2" gauge with everything in bad repair. Wood burning sugar cane locos were even requisitioned to get the main line reopened. There were many problems. Army railroaders learned that fresh carabao manure would cool hot boxes long enough to get the car to the next station. The Japanese had used coconut oil to fire the steam locos.

Not long after that the 775th Ry. Grand Division and the 749th Ry. Operating Battalion took over the "new" Luzon Military Railway. They brought with them new locos and cars and other items needed to get the railroad operational. The railroad ran from Manila northward 165 miles to San Fernando La Union. There were also two 35-mile branch lines.

After disembarking from the C4 *SS Marine Tiger* at Manila's Base X, we were transported to the railhead where we boarded new black side-door gondolas. I don't think the train was either MU20, *The Mabuhay Express*, or MU22, *Rice Paddy Flier*, but more likely one of the four other scheduled mixed trains. MU meant Manila-La Union, not a multiple unit car.

Manila had been war ravaged. Government buildings were severely damaged and bridges were destroyed. The waterfront railway system and the modern Manila Electric Railway were both out of service, never to be rebuilt. Wrecked trolley cars still lined the streets along with piles of four-wheeled flat cars built by the Gregg Company of Hackensack, N. J.

As our train left Manila we passed the remains of modern railcars. Along the right-of-way could be seen simple crosses marking graves, probably of Filipino guerrillas. Steam power was the prime source of power, and the timetable showed a handsome light 2-10-2, obviously built to handle heavy traffic on light rails.

The Rice Paddy Flier left Manila at 1000 army time with an arrival at San Fernando La Union at 2045: ten hours and 45 minutes assuming no delays. Our train stopped at almost every town with the pungent smell of burning palm leaves permeating everything. At each stop natives would peddle hand-made jewelry, fruit and hootch. Many GIs were blinded by bad booze.

Hand baggage and barracks bags only were permitted, and no chickens, pigs or livestock could be carried in coaches. Lister bags (water) were standard equipment, and dining facilities were non-existent. The military suggested you bring K rations. Sleeping facilities: You didn't! The 49-mile trip to Angeles took over three hours, and a few days later we reversed the trip and headed back to Manila for assignment.

RAILFAN & RAILROAD

July 1993 /vol.12 no.7

RAILROAD / founded 1906 / vol. 115 no. 4

Features

11 **The "new" Pinsley paint**/Daphne Carleton
46 **SD45: EMD's Muscle Machine, Part 3**/Preston Cook
54 **The Port St. Joe Route**/James Gunning
66 **Photo Line**/SD45 Color Special

Departments

4 **Railnews**/news in color
6 **Fanmail**/letters from readers
8 **Timetable**/events
19 **Videos**/videotape reviews
24 **On the Menu**/A "Model Menu" for Travelers
26 **Railroadiana**/product news and reviews
33 **We'd like you to meet.../**Preston Cook
34 **Camera Bag**/So Long, Black Boxes (Del Vecchio)
35 **Railfun**/Curt Katz
36 **Transit Currents**/George M. Smerk
42 **Railnews**/news in detail
69 **Markers**/editorial commentary
70 **Switch List**/classified advertising
72 **Advertising Index**/the railfan marketplace
74 **Railnews**/News in color

Cover

The classic blue and white EMD-styled livery introduced on the Apalachicola Northern's first NW2s in 1947 continues to be the paint scheme of today's Port St. Joe Route. In June 1986 SW1500 713 was leading northbound coal train No.82 across Fort Gadsden Creek in the late afternoon light. The steam-era history and present operations of this unusual Florida panhandle railroad are outlined in Jim Gunning's article that begins on page 54. And see MARKERS for more about the Apalachicola Northern's former Seaboard and L&N connection at Chattahoochee. Kodachrome by James Gunning.

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Fanmail

In support of Kodak

I have always enjoyed RAILFANNING IS..., but February is a definite exception. With all the job loss in this country, the comment about photographing the Kodak switcher with Fuji film is the height of insensitivity towards American workers at Kodak, 2500 of whom are about to lose their jobs. How would Carstens feel about RAILFANNING IS...: reading *Trains* while boycotting R&R? Incidently, I have no connection whatsoever with Kodak, just a concern for U.S. workers.

ED TYRRELL JR.
Willow Grove, Penna.

✏ *Whoa, Sport. Who said anything about* boycotting *Kodak? That incident actually occurred as I was testing Fuji Velvia, shooting it side-by-side with Kodachrome 64. The white unit was a good subject for comparison. And if you think I don't support American workers, I'll send you the car payment book for my new GM Saturn SL2* — J.B.

Gantlet history

The article by George Smerk in TRANSIT CURRENTS concerning the accident on the South Shore on January 18, 1993 needs some historical clarification.

The "gantlet" bridge over the former PRR and Wabash Railroads at 3rd Avenue and Noble was constructed by The American Bridge Company in 1908. That bridge, and another built to cross the EJ&E railroad at the Gary/East Chicago border, were built as single track spans because the fledgling Chicago, Lake Shore & South Bend Railroad (South Shore's predecessor) was constructed as a single track railroad in 1908. Several passing sidings for meets were utilized back then, and early on, in 1910, the Lake Shore decided to double track the line from a point just east of the Gary station to Hammond.

To facilitate train movements over the two bridges, spring switches and interlocking signals were employed. The bridge in Gary where the accident occurred was converted in the 1920s to the current gantlet arrangement, thereby eliminating the spring switches and their maintenance.

PETER J. MIKSICH
Hammond, Ind.

Weighting on Little Joes

Mention was made on page 7 of the May 1993 issue of the Milwaukee Road EF-4 class electric "Little Joes." They were delivered from GE weighing 273.5 tons and having 106,000 pounds of tractive effort. The Milwaukee increased the weight 41 tons to a final weight of 586,000 pounds, which also increased the tractive effort and effectively stopped wheel slipping. They did this by pouring concrete into specially built pans under pantographs and welding slab iron to the body frame and floors which brought the overall weight up to 293 tons.

TOM HELMS
Arlington Heights, Ill.

The Official Railway Guide

Can you help me get the name and address of a publication listing the home office of all large parent company railroads? If not available, give me the home office of these railroads and I will write the Chamber of Commerce in each city.

PAUL L. LUSTER
Sunbury, Penn.

✏ *Each year we get a handful of requests like this, so it seems a good idea to mention The Official Railway Guide, Freight Service Edition, published bi-monthly by K-III Information Company, Inc.; 424 West 33rd Street; New York, NY 10001-2604; 800/888-0636. Although the current subscription rate is $110.00 annually, single copies are available*

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Signaling Stevens Pass

I thoroughly enjoyed T.O. Repp's article on Stevens Pass and the Cascade Tunnel in the April R&R. During my 1956 summer vacation from the University of Washington, I worked on a GN signal gang based in Skykomish. We were doing the signal work associated with the conversion from electric to diesel, including in the tunnel and as far east as Berne. I'd like to make a couple of minor corrections and add some information.

First, the W-class electrics were B-D+D-B, not 2-D+D-2, with traction motors on all axles. And they were *big*! I rode them, and, as you can see in the picture on page 57, sitting in the cab you looked out over the roofs of standard freight cars. They weighed 360 tons, and when the power was killed for the last time, a collective sigh of relief went up from Sky to Apple Yard: "Thank God! We never put one on the ground."

The pioneer tunnel only reaches from Scenic to the Mill Creek shaft. The cross-cuts became refuge bays for workers, and others were cut into the tunnel wall between the end of the pioneer tunnel and the east portal, for a total of 21. Bays 13-21 (east to west) have small doors exiting into the pioneer bore for emergency use, and part of the water leaking into the tunnel also drains out this way. Incidentally, the drainage supposedly has a significant proportion of arsenic content, although it didn't seem to bother the mice that inhabited the tunnel and lived on the grain that leaked out of the rail cars.

Also, the substations didn't generate power, rather they stepped it down from transmission voltage and converted it to 25 Hz. With the abundance of electric energy available, even the primary signal power line was 13,200 volts which stepped down to 220v for tapping into the individual locations.

Life in a tunnel and environs; the refuge bays were about a quarter-mile apart and contained portable ramps for setting off motor cars. Signal equipment was located as required and the air-paks and such items as coupler knuckles, air hoses and tools stockpiled. Each bay also had a dispatcher phone. Even though the tunnel was rifle-barrel straight, the first indication of a train entering wasn't the headlight but the air pushed ahead of it. Familiarity tended to breed contempt, and more than once we stood in the drainage ditch against the tunnel wall and hoped that no lumber was hanging over the side of a car, having waited a tad too long to head for a refuge bay. A favorite diversion was to trap a mouse under a rail, capture it and put it into someone's lunch bucket or tool box. After killing the catenary, we tried staying in the tunnel *once* while a diesel-powered train went through. Never again — the exhaust was so thick a Coleman lantern was only a red glow a few yards away. Although the track area at the east portal was (is?) paved, that "sudden rush" of air as the door is cracked can blast out ballast and other debris at dangerous velocities, so safety first. As I remember, the door opened when the train was about a quarter-mile from the portal.

And actually, both August and September aren't too bad on the "wet side of the mountains." The rest of the year, take your oilskins and fast film.

MICHAEL J. McLAUGHLIN
Denver, Colo.

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Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1993 Excursion Season. The following listings indicate **Date**, locomotive, route and (sponsoring organization). See coded listings at the end for addresses of the sponsoring organizations and contact them for tickets, fares and specific details. Engine 611 is N&W Class J 4-8-4, 4501 is Southern Railway 2-8-2, 1522 is Frisco 4-8-2, 765 is Nickel Plate 2-8-4, and 587 is LE&W 2-8-2.

June 5-6, 1522 St. Louis, Missouri, to Centralia, Illinois, and return (SLC); **June 12**, 611 Kenova, West Virginia, to Cincinnati, Ohio, and return (CPH); **June 19**, 611 Portsmouth to Piketon, Ohio, and return, then Portsmouth to Kenova, W.V., and return (CPH); **June 26-27**, 587 Detroit, Michigan, to Bellevue, Ohio, and return (BWC).

July 10, 611 Cincinnati, Ohio, to Knoxville, Tenn., one way (CRC); **July 11**, 611 Knoxville to Cincinnati one way (CRC); **July 17-20**, "Independence Limited" route to be determined (RNRH); **July 24**, 765/587 Chicago, Ill., to Argos, Indiana, and return (CHC); **July 31**, 765/611 Fort Wayne, Ind., to Detroit, Mich., and return (FWRH).

August 1, 765/611 Fort Wayne to Detroit and return (FWRH); **August 7**, 611/diesel Buffalo, New York, to Conneaut, Ohio, and return (NNRH).

September 11, 611 Bellevue, Ohio, to Kenova, W.V., one way (MADR); **September 12**, 611 Kenova to Bellevue one way (MRNK); **September 18-19**, 611 Columbus, Ohio, to Kenova, W.V., and return (ORYM); **September 25-26**, 611 Alexandria to Front Royal, Va., and return (WDCA).

October 2, 611 Bristol to Roanoke, Va., and return (WVC); **October 9**, 611 Roanoke to Walton, Va., and return, twice (RNRH); **October 10**, 611 Roanoke, Va., to Bluefield, W.V., and return (RNRH); **October 9-10**, 4501 Huntsville, Alabama, to Chattanooga, Tenn., and return (NARM); **October 16**, 611/diesel Richmond to Lynchburg, Va., and return (ODC); **October 17**, diesel/611 Richmond to Lynchburg and return (ODC); **October 23**, 611 Greensboro, N.C., to Roanoke, Va., and return (GNRH); **October 24**, 611 Greensboro to Asheville, N.S., and return (GNRH); **October 30**, 611 Charlotte, N.C., to Toccoa, Georgia, and return (PCCN); **October 31**, 611 Charlotte to Asheville, N.C., and return (PCCN).

November 6-7, 611 Atlanta to Toccoa, Ga., and return (ANRH); **November 13-14**, 611 Birmingham, Ala., to Chattanooga, Tenn., and return (HOD).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 1267, Duluth, GA 30136-1267; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48608; (CHC) Chicago Chapter NRHS, 5246 South Newland, Chicago, IL 60638; (CRC) Cincinnati Railroad Club, P.O. Box 27050, Cincinnati, OH 45227; (CPH) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (FWRH) Ft. Wayne Railroad Historical Society, P.O. Box 11017, Ft. Wayne, IN 46855; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (MADR) Mad River & NKP RR Historical Society, 233 York Street, Bellevue, OH 44811; (NARM) North Alabama Railroad Museum, P.O. Box 4163, Huntsville, AL 35815; (NNRH) Niagara Frontier Chapter NRHS, P.O. Box 298, Getzville, NY 14068; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (ORYM) Ohio Railway Museum, P.O. Box 171, 990 Proprieters Road, Worthington, OH 43085; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (SLC) St. Louis Chapter NRHS, 1135 Colonnade Center, #321, Des Peres, MO 63131; (WDCA) Washington D.C. Area Joint Trip Committee, P.O. Box 278, Kensington, MD 20895; (WVC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

THE OREGON TRAIL SPECIAL powered by UP 4-6-6-4 3985 will operate round trip Salt Lake City to Portland in segments shown below. Photo stops planned for each day. Diesel helper (possibly DDA40X 6936) both directions between Hinkle, Oregon, and Pocatello, Idaho. Through fares $650 coach, $850 vista dome coach, $950 premium. Contact: Pacific Limited Group, P.O. Box 27081, Salt Lake City, UT 84127-0080; 800/444-3985.

May 29 Salt Lake City-Pocatello, **May 30** Pocatello-Boise,

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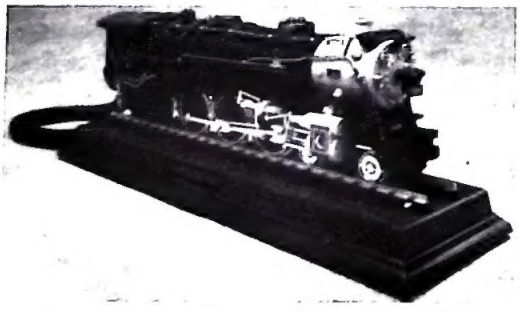

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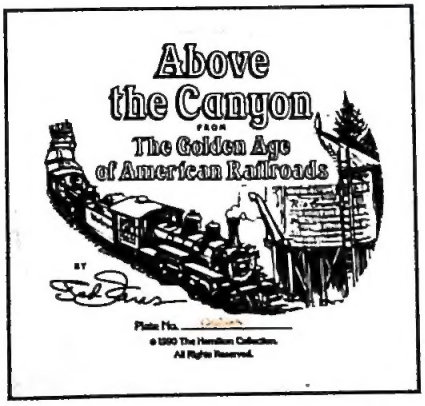

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(bus connection to Nampa). May 31 Nampa-Baker City.
June 1 layover Baker City. June 2 Baker City-Pendleton, June 3 Pendleton-Portland (Albina Yard), (June 5-6 see "Portland Rose/Deschutes River Special" listing below). June 12 Portland (Albina Yard)-Hinkle, June 13 Hinkle-Baker City, June 14 Baker City-Boise, June 15 Boise-Pocatello, June 16 Pocatello-Salt Lake City. (See listing below for June 19 run SLC-Green River.)

NEW PORT RICHEY, FLORIDA, June 4-6. Electric Railway Clubs of Florida 8th Annual Florida Trolleymen's Meet at Elfers Senior Center, Barker & Grey streets. Movies, slides, swap tables, traction layouts and more. Registration $8. Send SASE to: Clem Heilen, 4810 Mirage Avenue, Holiday, FL 34690-5844; 813/937-3069.

CLEVELAND, OHIO, June 4 and 8. 2nd and 3rd *Playride Express* murder mystery train at Trolleyville U.S.A.. Includes train ride, dinner and at least three "murders." Contact: Carolyn Hassell, Playride Express c/o Trolleyville U.S.A., 7100 Columbia Road, Olmsted Township, OH 44138; 216/235-4725.

PORTLAND ROSE/DESCHUTES RIVER SPECIAL powered by UP 4-6-6-4 3985 will operate round trip from Portland (Albina Yard) to Bend, Oregon, June 5-6 via the Columbia River Gorge and Deschutes River Canyon, with an overnight stay in Bend. Photo stops planned for both days. Coach $250, dome coach $295, premium class $335. Price includes lunch each day and bus transfers at Bend. Contact: Northwest Rail Museum, P.O. Box 19342, Portland, OR 97280; 503/244-4449 or: Pacific Limited Group, P.O. Box 27081, Salt Lake City, UT 84127-0080; 800/444-3985.

PETALUMA, CALIFORNIA, June 5. Spring Railfan Show '93 at Hermann Sons Hall, 6pm-11:30pm. Spaghetti buffet at 6:45pm, multi-projector slide presentations with coordinated audio 8:15-10:30, favorite slides from 10:30 on (bring five of your own). Admission $15. Proceeds go to Sonoma County Model Railroad Society building fund. For details phone Terrel or Sharon Tinkler, 707/527-9515.

WORCESTER ACCOMACK NORTHAMPTON DAYCOACH will operate the following round trip excursions on former New York, Philadelphia & Norfolk route. Unless otherwise indicated, fares are $13 for adults, $8 for children under 13. Food available on all trips. For details contact: WAND Inc., Box 135, Parksley, VA 23421; 804/665-6271 or 410/651-2772.
June 5 Parksley to Nassawadox, departs at 11am and 3pm.
July 17 Pocomoke, Maryland, to Cape Charles, Virginia, departs 9:30am, adults $25, under 13 $20.
August 28 Pocomoke, Maryland, to Parksley, Virginia, departs 10:15am and 1:45pm, adults $13, under 13 $8.

DILLSBORO, NORTH CAROLINA, June 5-6. North Carolina Transportation Museum charter trip covering entire length of Great Smoky Mountains Railway. Ride train one day with shuttle bus return, or ride train both days with overnight stay in Murphy. One day $65, both days $120. Price does not include accommodations or meals. Contact: NCTHC, GSMR Trip, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

CEDAR RAPIDS, IOWA, June 6. Railroaders Reunion at Ushers Ferry Historic Village in Seminole Valley Park. Theme is "CB&Q: Everywhere West." Includes railroad swap meet, tables $5. Contact: Darrell Ferreter, 6201 Highview Drive SE, Cedar Rapids, IA 52403; 319/362-5646 evenings.

ALTOONA, PENNSYLVANIA, June 11-13. Bus trip from Middletown, New York, to visit Horseshoe Curve, Gallitzin, Allegheny Portage Railroad National Historic Site and special exhibits at Railroaders Memorial Museum. Museum executive director Peter Barton will conduct tour. For details contact: Ontario & Western Railway Historical Society c/o Hal Ripperger, 373 Garretson Avenue, Staten Island, NY 10305; 718/979-4064.

CHICAGO, ILLINOIS, June 12. Railroad Club of Chicago excursion to Illinois Railway Museum in Union aboard regularly scheduled Metra/C&NW suburban trains Chicago-Crystal Lake and charter bus beyond. Depart Chicago 8:30am, return 6:20pm. Fare $30, under 12 $15. Price includes unlimited rides

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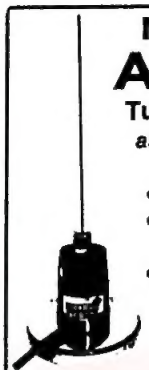

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The "new" Pinsley paint

The new black locomotives appearing on some of the Pinsley-owned short lines are not the shade of things to come. The familiar Pinsley red with black-and-yellow stripes has become a bit of a tradition in diesel-era short line railroading — a sight found on a fleet of former-Santa Fe rebuilt GP7s and CF7s on the Pioneer Valley in Massachusetts and the closely-situated Florida Central, Florida Midland and Florida Northern lines. The Samuel Pinsley short line empire dates back to 1938 with names like the Hoosac Tunnel & Wilmington, the Frankfort & Cincinnati and Claremont & Concord. These lines all wore the traditional red livery, and the Pinsley system was always known to at least "look" prosperous. Today, the Pinsley Railroad Company operates six short lines: the ten-mile Greenville & Northern Railway in South Carolina and the 127-mile Arkansas Midland, plus the Pioneer Valley and the three lines in central Florida.

The Arkansas Midland is the newest Pinsley operation, and it began in February 1992 as four disconnected lines totalling 127 miles. Nine GP9s were purchased from the Illinois Central (IC 7700, 7703, 7704, 7707, 7722, 7726, 7728, 7850 and 7918) to operate this trackage. The basic-black units were in pretty good cosmetic shape, and rather than repaint them all into the expensive red look, the Arkansas Midland adapted the Pinsley image onto the black units, as seen (**below**) on AM 700 at Mountain Pine, Ark., on October 28, 1992. All of the AM units were renumbered by dropping the first "seven" from the numberboards. Though the AM departed from the standard Pinsley identity, the other roads would remain in red.

Florida Central CF7 63 was painted into the black-look at Plymouth and was shipped to Arkansas for anticipated use. Not needed there, the 63 was sent back and relettered for the Florida Midland, shown (**above**) at the Plymouth shops on April 2, 1993, where it should remain unless needed elsewhere. This black sheep of a Geep is now an oddball among the dozen red locomotives on the three Florida lines, and some may consider it the most attractive of the bunch — DAPHNE CARLETON.

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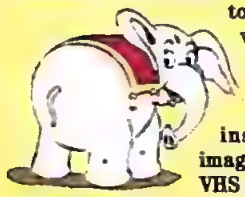

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BOONE, NORTH CAROLINA, June 18-20. ET&WNC Historical Society 5th Annual Convention at Tweetsie Railroad. Right of way tours, banquet, admission to Tweetsie Railroad and model exhibits. For details contact: Johnny Graybeal, Rt.1, Box 332-H, Blowing Rock, NC 28605, 704/264-4758

PORTLAND, MAINE, June 19. First Annual Railfair '93 at Maine Narrow Gauge Railroad Co. and Museum, 58 Fore Street, 10am-5pm. Museum and railroad displays, railroadiana and photos, model layouts, antique trucks, local food and more. Admission $5, family maximum $10, tables $25. Contact George Barrett, 2 Country Charm Road, Cumberland, ME 04021; 207/829-5134.

SALT LAKE CITY, UTAH, June 19. UP 4-6-6-4 3985 will power one-way excursion to Green River, Wyoming, return trip by deluxe motor coach. Fare of $180 includes box lunch, photo runby and entertainment. Deluxe and premium seats also available in domeliners, lounge and dome-diner at additional price. Contact: Steam Trip '93 c/o Union Station, Room 212, 2501 Wall Avenue, Ogden, UT 84401; 801/629-8444

ALLAIRE, NEW JERSEY, June 20. Great Locomotive Chase Civil War Reenactment at Pine Creek Railroad in Allaire State Park, Route 524 in Wall Township, noon-4pm. Simulated battle and two-train chase held hourly. Regular Pine Creek train runs on the half hour between each Civil War reenactment. Can be viewed from train or battlefield. Park entry $3 per vehicle, train fare $1.50. For more information phone: 908/938-5524.

PORTSMOUTH, VIRGINIA, June 24-27. Norfolk & Western Historical Society 1993 Annual Convention at Portsmouth Waterfront Holiday Inn. Local facility tours, displays, banquet. Contact: Jerry Kay, 313 Plover Drive, Portsmouth, VA 23704; 804/397-1426.

BOSTON, MASSACHUSETTS, June 25-July 11. "Gold Nugget Special" Amtrak tour to the West including Denver, Las Vegas, Lake Mead and steam trips on the Grand Canyon Railway, Durango & Silverton and Cumbres & Toltec Scenic. From $1800 per person, double occupancy. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486 or phone: 617/361-4445.

CHAMA, NEW MEXICO, June 26-27. Annual Jim Trowbridge Photo Freight Train two-day round trip excursion to Antonito, Colorado, on Cumbres & Toltec Scenic Railroad. Re-creation of Rio Grande 1940s freight. Limited space. Fare $500. Contact: Jim Trowbridge, 502 So. Cody Street, Lakewood, CO 80226; 303/988-2267.

ALLEN PARK (DETROIT), MICHIGAN, June 26-27. NKP 2-8-2 587 will power excursion to Bellevue, Ohio. Adults $79, children $64, Silver Class $165. Optional attractions at additional charge. Contact: Bluewater Michigan Chapter NRHS, Box 296, Royal Oak, MI 48068; 313/399-7963.

GREAT LAKES EXPLORERS VII, July 3-10. All private car train will cover over 1200 miles in Wisconsin and Minnesota. Fares $2450 per person, double occupancy; $300 roomette supplement. For details contact: High Iron Travel, Box 50116, Minneapolis, MN 55405; 603/382-4515. July 3 LaCrosse-

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Green Bay on WC (ex-GB&W). July 4 Green Bay-Kewaunee and Manitowoc (ex-C&NW). **July 5** Manitowoc-Milwaukee via Hilbert Jct. and Menasha (WC and C&NW). **July 6** Milwaukee-Green Bay via Hilbert Jct. (ex-Milwaukee Road). **July 7** Green Bay-Rice Lake, side trip to Almena (ex-Soo). **July 8** Rice Lake-Duluth via Ladysmith over ex-C&NW from Gordon, plus Duluth Harbor tour. **July 9-10** Duluth-Two Harbors via North Shore Scenic (ex-DM&IR), Two Harbors-Duluth (DM&IR) via Allen Jct. and Iron Jct., plus branches and mine tour.

CHICAGO, ILLINOIS, July 9. Railroad Club of Chicago will operate excursion using scheduled Metra/BN suburban service to Aurora featuring photo/movie opportunities at various locations. Depart Union Station 4:52pm, return 8:12 pm. Adults $20, under 12 $10. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122; (916/836-1745) is sponsoring the following luxury rail tour out of Oakland, California, aboard open observation car *Virginia City* and either ex-*Super Chief* dome *Plaza Santa Fe* or sleeper *Cascade Nights*, coupled behind regularly-scheduled Amtrak trains. Fares shown are for one-way/round trip, and include all meals and drink. $199/$299.

July 13-15, Sacramento and Reno. $199/$299.

FRANKLIN (CINCINNATI), OHIO, July 16-18. Three Rivers Narrow Gauge Historical Society 1993 Annual Conference at Holiday Inn of Middletown, I-75 at State Route 122. Ride on former narrow gauge Cincinnati, Lebanon & Northern Railway and learn about other Eastern narrow gauge lines. Contact: James Foster, 2600 Shroyer Road, Dayton, OH 45419; 513/299-1599.

CENTRAL STATES CHALLENGER SPECIAL July 18-19 and 25-26. Camerail Club and St. Louis Chapter NRHS will sponsor steam excursions to and from NRHS Chicago convention powered by UP 4-6-6-4 3985. One-way fares for each segment range from $60 to $134 for coach and $129-$174 for dome. Return bus service at additional cost. **July 17** Omaha-Kansas City. **July 18** Kansas City-St. Louis via River Sub. **July 19** St. Louis-Chicago. (**July 20-24** Convention activities.) **July 25** Chicago-St. Louis. **July 26** St. Louis-Kansas City. For ticket information phone Dave Seidel during evenings at 402/563-1624, or send SASE to: UP Steam '93, St. Louis Chapter NRHS, 1135 Colonnade Center, Suite 321, Des Peres, MO 63131.

PRIVATE CARS TO CHICAGO for the NRHS National Convention. Washington D.C. Chapter NRHS will operate restored Pullman heavyweight buffet-lounge *Dover Harbor* and a Streamliner era sleeper behind Amtrak's *Capitol Limited*, Washington, D.C.,-Chicago July 19-20, Chicago-Washington, D.C., July 25-26. Onboard meals, cocktails, snacks and sleeping accommodations. Round trip fares from $475 for chapter members, from $525 for non-members. Contact: Washington D.C. Chapter NRHS c/o Henry Bielstein, 13425 Reid Circle, Ft. Washington, MD 20744-6522, 301/292-9592

CHICAGO, ILLINOIS, July 21-25 53rd Annual NRHS National Convention hosted by Chicago Chapter NRHS. Convention-sponsored trips and events are scheduled for dates shown. For further information, contact: 1993 NRHS Convention, P.O. Box 53, Oak Park, IL 60303; or phone 312/342-4244.

July 21: Metra train Chicago-Elgin, with bus connection to Illinois Railway Museum for special IRM excursion.

July 22: UP 4-6-6-4 3985 round trip over ex-C&EI main Dolton to Findlay, or optional CTA excursion on Chicago's elevated transit system

July 23: Meetings, symposiums and annual banquet and night photo sessions.

July 24: NKP 2-8-2 587 and NKP 2-8-4 765 doublehead over ex-Nickel Plate main from Calumet Yard to Argos, Indiana; evening film festival.

July 25: Excursion on Chicago SouthShore & South Bend, and C&NW 4-6-0 1385 trip on ex-Rock Island line Chicago-Joliet.

STOCKTON, CALIFORNIA, July 22-25. Union Pacific Historical Society 9th Annual Convention at Stockton Hilton Inn. Tours of UP facility in Stockton, San Francisco-Oakland area including APL container terminal, California State Railroad Museum, train ride and evening meal and more. For details phone Bill Settle at 415/327-5948.

PHILADELPHIA, PENNSYLVANIA, July 24. Rail to the Fair '93 special Amtrak train to Seaford, Delaware, via portion of Northeast Corridor and Conrail's Shellpot, New Castle and Delmarva secondary lines. Includes stop at Delaware State Fair at Harrington. For fares, station stop locations, pacer passes and other information, phone Doug Andrews at 302/995-6419.

CALGARY, ALBERTA, July 24-25. Railway Days at Heritage Park Historical Village. Watch steam-hauled passenger and mixed trains running on the park's mile-long captive track with matched ex-US Army 0-6-0s. Plus modelling displays, demonstrations of turntable and telegraph operations, all in authentic atmosphere of pre-1914 prairie village. Contact: Heritage Park Historical Village, 1900 Heritage Drive SW, Calgary, ALTA, Canada T2V 2X3; 403/259-1900.

TOPEKA, KANSAS, July 31. UP 4-6-6-4 3985 will power round trip steam excursion to Abilene on ex-Kansas Pacific route using all-UP consist. Coach $125, dome $150. Contact: Topeka

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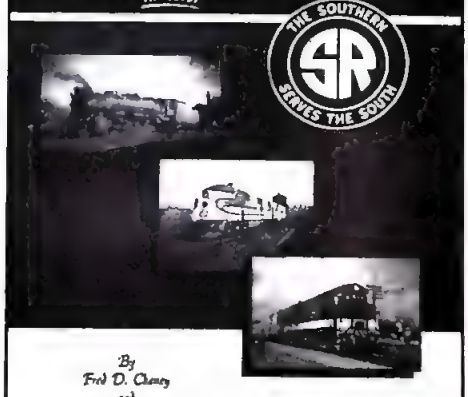

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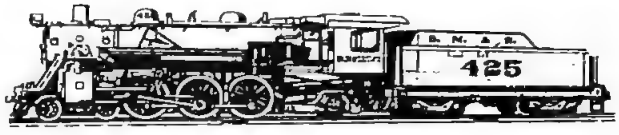

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Also boarding at Tamaqua, PA.

Enjoy the "Laurel Blossom Festival" in historic Jim Thorpe, PA. Spend 2-1/2 hours visiting Victorian mansions, museums and antique shops. Don't miss the music, crafts and food in Asa Packer Park.

DEPARTS W. LEESPORT: 8:00 a.m.
RETURNS W. LEESPORT: 8:00 p.m.
TICKET PRICES: FROM W. LEESPORT
Adult: $35:00 (13 yrs. & up) Child: 5.00 (age 12 & under)
All Vista Dome Seats: $55.00 (all ages)

DEPARTS TAMAQUA: 10:00 a.m.
RETURNS TAMAQUA: 6:30 p.m.
TICKET PRICES: FROM TAMAQUA
Adult: $25.00 (13 yrs. & up) Child: 5.00 (age 12 & under)
No Vista Dome Seats From Tamaqua

JUNE 20, 1993 "SUMMERFEST '93" -- W. LEESPORT TO TAMAQUA, PA

Ride behind steam locomotive #425 and celebrate summer in Tamaqua, PA at "Summerfest '93". Spend 4 hours enjoying the steam calliope, muscle car show, crafts, toy train show, music, food, museum tours, displays, trolley and steam train rides and rubber ducky race.

DEPARTS: 9:30 a.m. RETURNS: 5:00 p.m.

TICKET PRICES:
Adult: $24.00 (13 yrs. & up) Child: $5.00 (age 12 & under)
All Vista Dome Seats: $44.00 (all ages)

JUNE 27,1993 "RAILFEST" -- W. LEESPORT TO MINERSVILLE, PA

Ride behind steam locomotive #425 to "Railfest" in the heart of the coal region, Minersville, PA. Enjoy homemade ethnic foods, crafts, music, children's rides, steam train rides, displays and shopping.

DEPARTS: 10:00 a.m. RETURNS: 5:00 p.m.

TICKET PRICES:
Adult: $25.00 (13 yrs. & up) Child: $5.00 (age 12 & under)
All Vista Dome Seats: $45.00 (all ages)

JULY 17, 1993 "MOUNTAIN PICNIC RAMBLE" W. CRESSONA TO McADOO/DELANO, PA

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DEPARTS: 9:00 a.m. RETURNS: 5:30 p.m.

TICKET PRICES:
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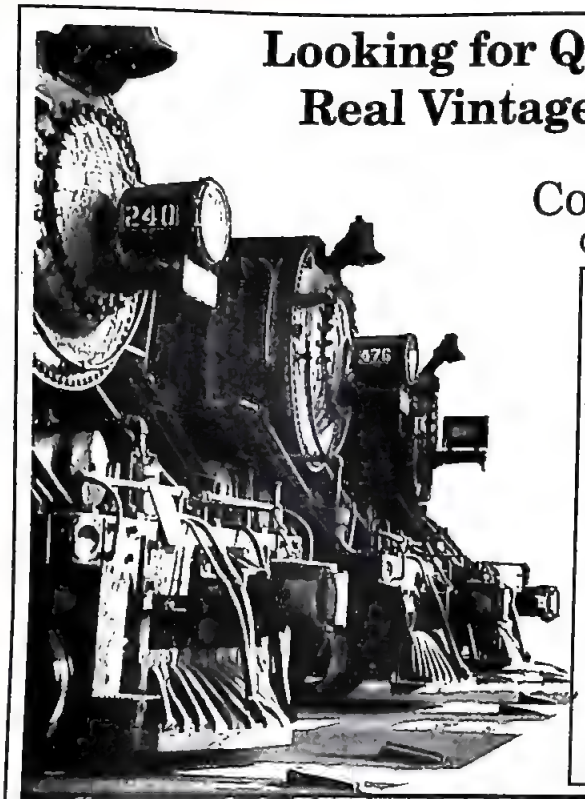

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CHICAGO, ILLINOIS, August 6 Railroad Club of Chicago will sponsor excursion using regularly scheduled Metra suburban service over Rock Island main line between Chicago and Blue Island with photo opportunities at various locations. Departs LaSalle Street Station 4:57pm, returns 7:43pm. Adults $15, under 12 $8. Contact. RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

MILBANK, SOUTH DAKOTA, August 13-15. Trainfest '93 featuring excursion to Corona on Sisseton Milbank Railroad using ex-Soo Line and Milwaukee Road coaches of pre-1940s vintage with special RPO cancellation and mail service on board. Plus slide shows, antiques, models and more. Train fare: adults $8, children $5. Model exhibits: adults $1, children free. Contact: Milbank Chamber of Commerce, 203 South Main, Milbank, SD 57252; 605/432-6656.

STEVENS PASS, WASHINGTON, August 21-22. Pacific Northwest Field Seminars will conduct a two-day field study of Stevens Pass Railroad History. Explore the original Great Northern switchbacks, snowsheds, horseshoe loops and 2.6-mile tunnel at Stevens Pass in the Cascade Mountains east of Seattle which were featured in the April 1993 R&R. Illustrated presentations and field trips, two nights lodging and two meals at Stevens Pass Mountaineers Lodge. Bring own lunch for Saturday. Enrollment $65. Contact: Pacific Northwest Field Seminars, 83 South King Street, Suite 212, Seattle, WA 98104; 206/553-2636.

SCRANTON, PENNSYLVANIA, September 17-19. Railphoto '93 at Steamtown National Historic Site, hosted by Steamtown Volunteer Association and National Park Service. **Friday:** Budd car trip to Pocono Summit, evening dinner train and night photo session. **Saturday:** steam powered passenger and freight trains (CPR 4-6-2 2317 and CNR 2-8-2 3254) and banquet at Lackawanna Station Hotel. **Sunday:** doubleheaded steam trip to Moscow. For details and order form, send SASE to: Steamtown Volunteer Association, P.O. Box 448, Chinchilla, PA 18410-0884; or phone 717/346-0660.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Great Eastern Publishing*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $9.95 plus $2.50 shipping & handling (Vermont res. add 4% tax). This excellent directory, updated

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every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of over 300 rail attractions. The 1993 (28th annual) edition will be available in May 1993.

INTERNATIONAL TOURS

ISLE OF MAN, BRITISH ISLES, through October. Year of Railways celebration featuring five common carrier railways running 120-year-old steam locomotives, world's oldest operating electric trolleys and horse trams, with century-old rolling stock on regular revenue service over 40 miles of track. Plus tours of 100-year-old steam shop and guided walks along abandoned trackage. Contact Alan Corlett, Isle of Man Railways, Strathallen Crescent, Douglas, Isle of Man, British Isles; or phone. 011-44-670077 or 011-44-663366

EUROPEAN RAIL VENTURE, August 19-September 2 Escorted tour departs Detroit, Michigan, for Paris (two TGVs, city tours), Bern (*Bernina Express*, narrow gauge cog lines, Brunig line, *Glacier Express*), Innsbruck, Munich, ICE to Hamburg, Amsterdam (three rail trips and canal tour) and rail back to Paris. Fare of $2950 per person double occupancy ($500 single supplement) includes air travel from Detroit, all rail travel, hotels, city tours, all breakfasts, two dinners and guide services. Contact: Bluewater Michigan Chapter NRHS, Box 296, Royal Oak, MI 48068; 313/399-7963.

RAILROADING DOWN UNDER, September 10-October 1. Professional railroader will lead 3600-mile rail tour of Australia, limited to 20 people. Begin in Cairns on Queensland's northern coast, finish in center of continent at Alice Springs. Highlights include over 160 miles behind main line steam from Adelaide to Victor Harbor; narrow, standard and broad gauge streamlined passenger trains; visits to Australian National Railways facilities; special events organized by local rail historic and enthusiast groups and visits to famous cities like Brisbane, Sydney and Melbourne. Schedule allows time for independent sightseeing at most cities. Fares from U S $3550 per person, double occupancy, cover 21-day land tour with all accommodations, transportation, most meals, admissions to venues, fees and taxes. Pre- and post-tour options available, including mixed train in northern Queensland's outback and across the Nullarbor Plain on famous Indian Pacific route with the world's longest railway tangent. Contact: A1 Tours and Travel, 2701 Sunset Point Road, Clearwater, FL 34621; 800/677-9412.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Ukraine, September 18-26, steam to Carpathian Mountains in autumn color.

Pakistan, October 1-16, steam specials, may include Khyber Pass.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122, (916/836-1745) is sponsoring the following tours:

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RAILROADIANA MEETS

PARSIPPANY, NEW JERSEY, June 6. Spring '93 Sell & Swap at Parsippany P.A.L., 33 Baldwin Road (just south of Route 46 at Baldwin Road, one mile east of I-287), 9am-3pm. Wide variety of railroadiana, maps, photos, models and more, plus rail author David Sweetland, Conrail and Amtrak displays, operating layouts and more. Food available on the premises and nearby. Adults $4, children and seniors $3, family maximum $6. Contact: Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962-1217; 201/488-5429.

CEDAR RAPIDS, IOWA, June 6. Railroaders Reunion & Railroad Swap Meet at Ushers Ferry Historic Village in Seminole Valley Park. Theme is "CB&Q: Everywhere West." Tables $5. Contact. Darrell Ferreter, 6201 Highview Drive SE, Cedar Rapids, IA 52403, 319/362-5646 evenings.

GREAT MIDWEST TRAIN SHOW will be held 10am-4pm on the following dates. Adults $4, under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745 Lombard, IL 60148; 708/834-0653

Wheaton, Illinois, June 6 and August 8. DuPage County Fairgrounds, County Farm Road & Manchester.

Glen Ellyn, Illinois, July 18. College of DuPage.

OMAHA, NEBRASKA, June 13. Nebraska-Iowa Railroaders Club Annual Train Show & Swap Meet at Holiday Inn, 72nd & Grover, 9am-2pm. Contact: Larry Wiles, 1222 First Avenue, Nebraska City, NE 68410-2320.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission 1992 Shows: $5 adult, under 12 free with adult. Admission 1993 Shows: $5 adult, $2 children 6-12. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Kenner, Louisiana, June 19-20. Ponchartrain Center.

Charlotte, North Carolina, June 26-27. Metrolina Expo.

Monroeville, Pennsylvania, July 17-18. Pittsburgh Expo Mart.

Virginia Beach, Virginia, July 24-25. Virginia Beach Convention Center.

Timonium, Maryland, July 31-August 1. Timonium Fairgrounds.

Edison, New Jersey, August 7-8. Raritan Center Expo Hall.

Philadelphia, Pennsylvania, August 14-15. Philadelphia Civic Center (adults $6).

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ALL PROCEEDS FROM THE SALE OF THIS POSTER TO BENEFIT THE SUSSEX COUNTY ASSOCIATION FOR RETARDED CITIZENS

SACRAMENTO, CALIFORNIA, June 20. 16th Annual Great Pacific Railroadiana Show & Sale at Scottish Rite Temple, 6151 H Street, 10am-4pm. Over 100 sellers of railroad, steamship, bus and airline memorabilia, plus showing of rare 16mm railroad movies. Just 4 miles from California State Railroad Museum. Admission $4, tables $30. For details send SASE to: Roy Gabriel, P.O. Box 981, Sacramento, CA 95812; or phone: 916/485-2800.

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information phone GATS Limited, 708/834-0652.
July 10-11, Collinsville, Illinois. Gateway Center.
July 24-25, Indianapolis, Indiana. Indiana State Fairgrounds.
August 7-8, Daly City, California. Cow Palace, Geneva & Santos.
August 14-15, Pomona, California L.A. County Fair & Expo Complex, White & McKinley avenues.

COLORADO SPRINGS, COLORADO, July 10-11. Railroad Antique Show & Swap Meet at Colorado Springs City Auditorium, 10am-5pm Saturday, 10am-4pm Sunday. Over 100 tables, door prizes, operating layouts and more. Adults $2, under 12 $1. Contact: Colorado Midland Chapter NRHS, P.O. Box 824, Colorado Springs, CO 80901.

CAROLINA HOBBY EXPO, 3452 Odell School Road, Concord, NC 28027 (704/786-8373) will host the following train & hobby shows on dates shown. Admission $3, 12 and under free.
Raleigh, North Carolina, July 10-11, North Carolina State Fairgrounds off I-40.
Charlotte, North Carolina, August 14-15, Grady Cole Center, 310 N. Kings Drive.

CHATSWORTH, ILLINOIS, July 24-25. Chatsworth Heritage Days, sponsored by TP&W Historical Society and Chatsworth Historical Society, at American Legion Hall 10am-6pm Saturday, 10am-4pm Sunday. Free admission. Caboose rides, swap meet, railroad and model displays.

NASHVILLE, TENNESSEE, July 31. Railroadiana and Train Show & Sale at Tennessee State Fairgrounds, Wedgewood Avenue & Nolensville Road, 9am-4pm. Admission $3, under 12 $1, tables $15. For tables, contact: Terry Bebout, 709 North Lake Circle, Brentwood, TN 37027-7844; 615/833-5077.

DELAND, FLORIDA, August 7. Sunshine Railroadiana & Collectors Association Annual Central Florida Railroadiana Show at Volusia County Fairgrounds, I-4 and State Route 44, 9:30am-2:30pm. Admission $2, 12 and under free. Contact: Phil Cross, 410 N. Lakeview Avenue, Winter Garden, FL 34787; 407/656-5056.

GRAND RAPIDS, MICHIGAN, August 7. Railroadiana Paper Show & Sale at Holiday Inn Crown Plaza, 5700 28th Street SE (near Kent County International Airport), 9am-3:30pm. All types of railroad and transportation paper for sale and trade. Admission $2. Contact: John Rothwell, 956 Kenmoor SE, Grand Rapids, MI 49546; 616/949-2676 after 5pm weekdays.

ELMONT, NEW YORK, August 8. Model Train & Toy Show at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-4pm. Adults $5, under 12 free with adult. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127.

SKYKOMISH, WASHINGTON, August 14. Skykomish Lions Club Railroad Swap Meet at Skykomish Fire Hall, 10am-4pm. Close to BN's main line over Stevens Pass, featured in April 1993 R&R. Contact: Bob Norton, P.O. Box 293, Skykomish, WA 98288.

FRANKLIN SQUARE, NEW YORK, August 15. RR Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 516/775-4801.

FORT WAYNE, INDIANA, August 15. Train & Collectible Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, tables $12 in advance. Contact: Sally Valiton, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

GILBERTSVILLE, PENNSYLVANIA, August 15. Train-O-Rama at Gilbertsville Fire House on Route 73, east of Route 100, 9am-2pm. Adults $3, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

ATLANTA, GEORGIA, August 21. Southeastern Railroadiana Collector's 16th Annual Sale & Trade Show at Georgia International Convention & Trade Center, south of Atlanta Airport, 9am-4pm. Admission $3, 12 and under free, tables $30. For details send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

MEMPHIS, TENNESSEE, August 28. Illinois Central Historical Society 14th Annual Show & Sale at Ramada Inn Convention Center, 160 Union Avenue, 9am-4pm. Free admission. For details send SASE to: Dave Fraser, 205 Sundown Trail, Jackson, MS 39212; 601/371-0638.

SOMERSET, NEW JERSEY, August 29. Raritan Valley Great Train & Railroadiana Show at UCC Exhibit Center on Davidson Avenue (Exit 6 off I-287), 10am-4pm. Railroadiana and collectibles, operating layouts, thousands of toy trains. Contact: Communipaw Commemoratives, P.O. Box 831, Bayonne, NJ 07002; 201/823-4983.

LEWISBURG, PENNSYLVANIA, August 29. Central Pennsylvania Chapter NRHS 18th Annual Train Meet at Lewisburg National Guard Armory on Route 15 South, 9am-4pm. Adults $3, under 12 free. Contact: Jack Hazlinsky, 717/523-1505.

Videos

BY MIKE DEL VECCHIO

New Arrivals

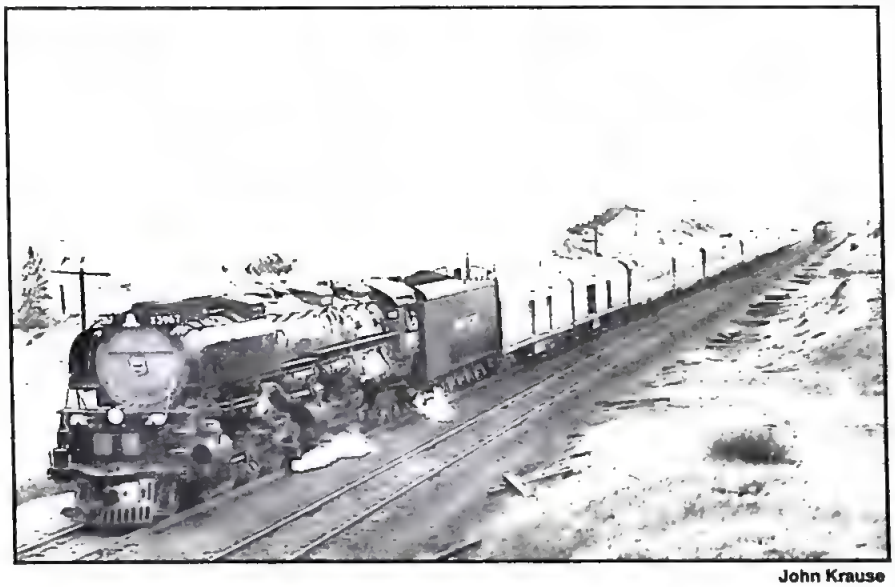
The final years of regular service steam in the U.S. are the subject of two tapes from Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333. **"Steam Across America, Volume 1 the East,"** and **"Steam Across America, Volume 2 the West,"** feature the color 16mm films by railfan Bruce Ward as he ventured to capture steam's finale in motion. Volume 1 opens up on the N&W with views of Class J 4-8-4s on passenger trains, plus scenes of Class As, Ks and Ys on regular freight and coal trains around Roanoke, Bluefield and Portsmouth, including brief scenes of an M-class 4-8-0 milling about Columbus. Next is B&O coverage around Willard, Grafton and Lorraine, Ohio, featuring 2-8-2s, 2-10-2s and 4-8-2s along with EM-1 2-8-8-4s. The PRR follows with I1 2-10-0s switching around Columbus, Ohio, plus several views of J1 2-10-4s at the roundhouse and hauling trains around Bellevue and Sandusky, Ohio. And no Eastern steam tribute would be complete without coverage of the Nickel Plate, represented here with the famous Berkshires wheeling high-speed freights, plus scenes of two different NKP Hudsons pulling freight trains. What follows next under the CB&Q heading is a July 1961 excursion with Burlington 4-8-4 5632 on one of the famous Illini Railroad Club trips to the DM&IR, and the coverage here consists of the well-executed photo runbys with lots of steam and spirit. The footage on the Missabe includes the white-tired Yellowstones switching at Proctor and then follows 2-8-8-4 224 around the line (this is the trip that included the runpast with the 225 on another fantrip the same day). The CB&Q is visited again as the photo runs on the return feature bright sunshine and scenic vistas.

Volume 2 begins at Grand Island, Nebraska, with Union Pacific Challengers and dirty black 4-8-4s on freights and at the terminal. The coverage then moves to Cheyenne for more Challengers, 800s and Big Boys there and on Sherman Hill. At Laramie, a 4-8-4 leading two E9s on the "mail train" is followed by footage of Challengers in pusher service in Echo Canyon. The UP segment winds up with the various helpers moving around the town of Wahsatch. Southern Pacific coverage begins in 1957 with ferryboat operations followed by scenes of Pacifics in commute service and steam switchers in the Oakland area. Also included is footage of a 1957 excursion from Bakersfield with black 4-8-4 4439, plus footage of the SP's famous Cab-Forwards. The Colorado & Southern puts on a fine show with 2-8-2s and 2-10-2s on freights north of Denver, plus priceless footage of 2-8-0 641 operating at Leadville on the isolated line to Climax. The Western show winds up with the Great Western in steam around its Loveland, Colorado, headquarters, including footage of 2-8-0 51 and 2-10-0 90 on regular freight trains, plus the 0-4-0 saddle-tankers that switched the sugar mills.

Both of these programs feature some fine films in weather varying from bright sunlight to a few grimly lit scenes under clouds. The photographic style is contextual and

3967 RETURNS!

Rocky Mountain Railroad Club 40th Anniversary Excursion



John Krause

Back on May 17th, 1953, Union Pacific 4-6-6-4 3967 pulled a Rocky Mountain Railroad Club excursion from Denver to Laramie -it was the first modern UP fantrip. To commemorate the 40th Anniversary of that excursion, 4-6-6-4 3985 was cosmetically altered to represent sister Challenger 3967, complete with elephant ears and smokebox shield.

The resurrected 3967 made a ferry run from Cheyenne to Denver on May 14th, 1993, followed by the Denver - Laramie fantrip on the 15th and a return ferry run from Denver to Cheyenne on the 16th. Mark I Video is proud to present complete coverage of these historic trips.

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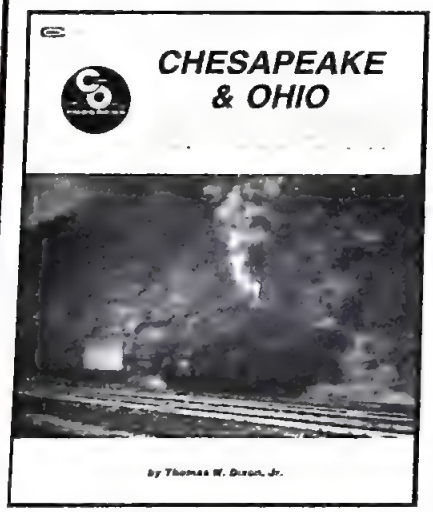
CHESAPEAKE & OHIO

by Thomas W. Dixon, Jr.



Relive the steam and early diesel era of the Chesapeake & Ohio with this tour of the system by Tom Dixon, a noted C&O authority. With much of its material coming from the files of the C&O Railway and the C&O Historical Society, this book covers the entire railroad from the Great Lakes to the mountains of Virginia and West Virginia, and including the Pere Marquette in Michigan. Motive power and marine operations are examined, and the varied and contextual imagery with informative captions show the true glory in the names of Alleghany, and Greenbriar.

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mostly very good with varied images, generally smooth pacing and mostly rock steady panning and runbys. Much of the action here is downright impressive, like pacing B&O EM-1s at speed or two EM-1s meeting at Grafton, Ohio, or the pair of Pennsy J1s really digging in on a heavy freight, or the early morning scenes at the Leadville roundhouse and the branch line railroading on the Great Western in the late afternoon lighting. And who can resist the drama of Sherman Hill, Big Boys and fog (one "g")? The transfer to video is top notch, and the sound appears to be mostly dubbed and reasonably accurate. All-in-all, the footage here is well worth the price.

The narration is professional by Pentrex' usual commentator, but the script writing is strictly third grade, with endless repeating of a few trite phrases and quite a few technical inaccuracies. The writer obviously knew very little about the subject matter and was simply stating the obvious, often inaccurately, such as continually calling the N&W 4-8-0 (a very distinctive locomotive) a 2-8-0 (very rare on the modern N&W). The funniest gaffe is the authoritative voice intoning that, "the 765 was the only Nickel Plate Berk to run after steam was retired" — immediately preceding regular-service footage of famous fan-tripper 759!

If you overlook the narration, the action images offered here are great and well worth the money. "Steam Across America..." is available in VHS only, and each volume runs 35 minutes. They sell for $39.95 plus $4.00 shipping. You can buy the two-volume set for $59.95 plus $5.00 shipping (Calif. res. add 8.25% sales tax, see the ad on pages 2 and 3).

Something a little unusual for a railfan-oriented video is **"Building a Backyard Railroad,"** from Semaphore Productions, P.O. Box 564, 74 Manor Drive, Goldens Bridge, NY 10526; 800/642-0800, which instructs the viewer on how to build a railroad. The gauge is typical for live steam, 7¼" between the aluminum rails, but the technique, surveying and engineering is very much like the full size, including the turnouts. The show mixes a "talking head" narration with scenes of actual step-by-step construction and operation. The video quality isn't quite state-of-the-art, but the videography itself is intelligent and quite good. The steam locomotive shown here is a replica of CNJ 4-6-0 Camelback 774, though most of the scenes were shot with a little gas-electric. Live steam is one way of building and running

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Feature Review

"Amtrak, the Surfline," produced by Video Rails, P.O. Box 80001, San Diego, CA 92138-0001; VHS only; VISA, Discover and MasterCard accepted, 60 minutes, $29.95 plus $4.95 shipping (Cal. res. add 7.75% tax).

I grew up within a couple hundred feet of Santa Fe's Surf Line (as it's been traditionally spelled) at El Toro, California, in the days when red-nosed Es and SDP40Fs were being replaced by F40PHs on Amtrak's *San Diegans*. This recently-filmed video brought me back to many of those early train-watching spots, but oh, how the Surf Line has changed during the five years since my last visit. Foremost among these changes are the new GE Dash 8-32BWH locomotives which entered *San Diegan* service during 1992 and introduced a fresh face and jazzy new colors to a route where F40PHs and Amfleet cars had been the utilitarian norm for more than a decade. Video Rails also shows how push/pull operation of the *San Diegans*, which commenced in late 1987 using converted cab cars, has now transformed one step further into pull/pull mode on some trains with a locomotive coupled at both ends. Even more exotic is the train shown running cab car first, with an F40PH pushing and a string of double-deck *Caltrain* cars (on temporary assignment from the Bay Area) coupled in between.

Our video tour of today's Surf Line opens at Los Angeles Union Passenger Terminal with some fine interior and exterior views intercut with action shots of *San Diegans* and other Amtrak trains arriving and departing, as well as the CF7 which performs station switching. Moving east to Fullerton, we encounter an SP stack train at Redondo Junction and several Santa Fe freights in addition to the many Amtraks which use the route. Beyond Fullerton and the modern stations at Santa Ana and Irvine, Amtrakers make a 90-m.p.h. dash to San Juan Capistrano where trains still stop at the classic mission-style station, although the structure is now part of a restaurant and gift shop complex.

High views from atop the eroded cliffs and low angles from beach level show us the Surf Line at its best: train after train sailing along the Pacific shore at San Clemente, plus some of the surfers and bikini-clad girls who make use of the area's non-rail recreation. Here's one place where a Midwestern railfan could promise his wife and kids a vacation to the California coast and still partake of some great train action.

Down the line at Oceanside we find Santa Fe's new mini yard at Fallbrook Junction and a special movie shoot for the film *Triple Indemnity*, the latter involving Super Fleet FP45 95 and a stainless steel consist from which a stuntman jumps as the train passes over a wooden trestle. Our last flirtation with seaside railroading comes at Del Mar, where a southbound freight roars through with a rear-end pusher set coupled on for the 2.2% grade of Miramar Hill. The hill itself gets only brief mention, and we arrive San Diego amid the red cars of the San Diego Trolley.

As a nice finale, Video Rails puts us in the cab of a Dash 8-32BWH for the trip back to Los Angeles, complete with a look at such super cab amenities as desktop controls, push button air horn, radio headsets and a digital speedometer indicating 89 m.p.h. as

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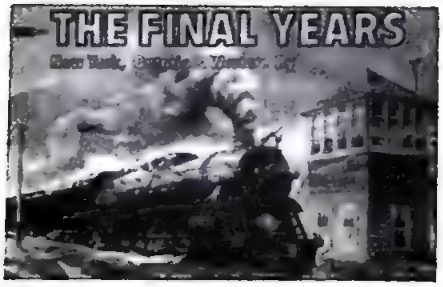

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we outrace automobiles on adjacent Interstate 5. Your standard California sunset bathes LAUPT in golden light as our train pulls into the sheds.

Almost the entire video was shot under a gorgeous blue sky with excellent color rendition, sharp resolution and rock steady camera work. Even in the few instances where the camera was hand held to get into tight quarters, the picture is bounce free. The Surf Line is presented in geographic segments, each of which opens with an attractive yet simple map. Barbara Ann Kelley, who delivers an overall superb narration, even gives proper Spanish accent and pronunciation to such place names as Los Nietos. My only complaint is that the prime photos spots on the Surf Line's two major hills — Miramar Hill above San Diego and the summit at Milepost 189 in Mission Viejo — were completely overlooked. However, throw in the nice side glimpses of the missions at San Juan Capistrano and San Luis Rey, plus all those beach girls, and this remains one of the most well-rounded railroad videos I've seen, not to mention the *only* one to ever document this picturesque corridor hosting Amtrak's fastest trains west of Harrisburg — B.K.

On the Menu

BY JAMES D. PORTERFIELD

A "Model Menu" for Travelers

"It has been my observation that travelers starting on a long trip usually eat too much the first day."
Paul Riess, supervising chef, Southern Pacific Lines, 1926

Are you guilty, as Mr. Riess suggested, of getting your vacation or railfanning jaunts off to a bad start by eating too much on the first day? Or look at it this way: As you prepare to Amtrak, bus or motor it through the coming travel season, do thoughts of oversized portions served at roadside restaurants or of a continuous diet of burgers-and-fries or of heavy meals in the dining car have your stomach making its presence felt? In any case, what better place to turn for advice on how to eat when traveling long distances than to the men in the dining car? They dealt regularly with the effects of meals taken while en route.

To explain why people over-ate on trips in the first place, Paul Riess suggested that, "everybody is pleasantly excited over the beginning of the journey," and, "being a slave to the eating habit," eat even though they know they are inviting trouble. John Willy, editor of *The Hotel Monthly* — a publication for the catering professions which routinely included articles on dining car operations — offered another explanation: "When traveling, the customary habits of life are unsettled, and the digestive apparatus gets out of gear."

These same effects hold true today. And what are the consequences? A combination of excitement, custom and disruption bring on discomfort, a tired feeling or travel sickness. Let Paul Riess explain:

"Did you ever observe the crowd on a dining car the first evening out on a transcontinental train? ... Heavy orders go into the kitchen. People who are light eaters at home will start with an oyster cocktail, take on an order of broiled pork chops or steak with fried potatoes on the side, drink two cups of coffee and

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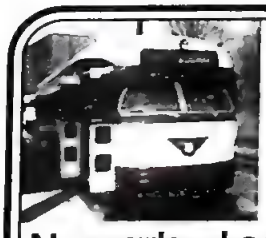

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eat a slice of pie -- not to mention several other things.

"Next morning not so many show up for breakfast. Those who do show up have a tendency to be a little grouchy. They'll gladly tell you how well they didn't sleep last night. 'Never can sleep,' they'll say, 'the first night on a Pullman' ... By mid-afternoon, after another heavy meal for lunch, the listlessness that follows from back of exercise sets in. A headache comes on, and everything is just right for the catching of a bad cold."

What can you do to avoid this or a similar onslaught? John Willy's article, "Simple Pantry Made Dishes," suggested to dining car superintendents that they stock "foods that will keep a reasonable length of time and that require but very little attention from cooks." In fact, most of the items he described could be made up by the car's pantry man: a Bread and Cheese Luncheon with pickles, celery and grape juice or lemonade; Raw Apple and Cheddar Cheese served with crackers; Toast with Honey and Cream; Head Lettuce and Cheddar Cheese accompanied by olive oil and vinegar, salt and paprika. Perhaps the most unusual suggestion was a Shredded Wheat Biscuit and Marmalade Sandwich, wherein you split the biscuit, spread butter on one side and marmalade on the other, then close and "Feltcherize" (chew vigorously and thoroughly). Virtually all of these items would stabilize any traveler's stomach, satisfy a health-conscious eater and, perhaps most interesting, can still be found today, some 70 years after they were identified.

Paul Riess, on the other hand, preferred a carefully planned diet for the entire first day of a trip. Riess, a thoughtful man who was likewise a keen observer of human behavior and psychology, recommended what he termed a "model menu" to reduce discomfort when traveling:

Breakfast

Fresh Fruit in Season
or
Breakfast Prunes with Cream
Plain Omelet with Bacon
One Roll Two Bran Muffins
Coffee

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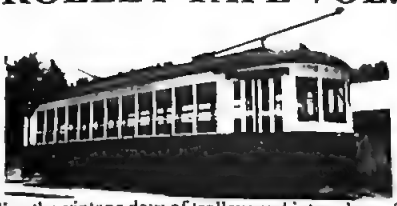

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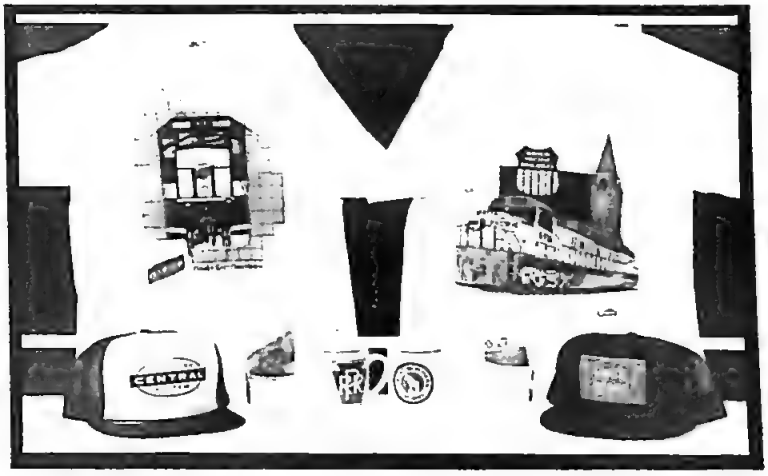

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Tea Biscuits Bran Muffins
Coffee

The key to the success of his menu, Riess maintained, was the bran muffins. "Omit almost anything else," he said, "but don't leave them out, or you will fail to get the benefits for which these meals were designed."

We have around us a number of innovations which originated with railroad dining car operations. The Pullman Company's food scientists, for example, came up with the space-saving design we call "sandwich bread," those long loaves with four flat sides (no crown), so more loaves could be stored on board. We can thank a Southern Pacific chef for the recipe that led to Bisquick. The classic roadside diner owes its name and design to its railroad kin. Pressed sawdust logs, which you can buy under such names as Dura-Flame, were created at least in part for use in the kitchens of dining cars on the western railroads to supplement the power source once the cars became all-electric. Even the design of your kitchen, if it, like mine, is long and narrow and with little counter space, can be attributed to dining cars. It was their design which inspired architects creating the first apartment buildings.

To this distinguished list of contributions we can now add — belatedly — another: the answer to avoiding the consequences of overeating when we travel. Chef Riess' and John Willy's menus and observations about the psychology of eating when traveling are equally appropriate for today's travelers, whether they be going 'cross-country on a Superliner or in the family van for a couple of days of train watching or collecting.

Notes: Paul Riess' comments were reported by David Chalmers in "First Call for Dinner — Dining Car Forward," *American* Magazine, April 1926: 130-131. John Willy's "Simple Pantry Made Dishes" was anthologized in *Ideas for Refreshment Rooms* (Chicago: *The Hotel Monthly Press*, 1923).

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M-190 and other rarities are balanced with plenty of action scenes with F7s pulling the *Grand Canyon* (with Flexi-Van COFC cars off the NYC) around Wooten Curve on Raton Pass, SD24s on the head end and in mid-train slave service with a York Canyon coal train, 2-10-4s helping diesels through Abo Canyon and a phenomenal Jim Ehrenberger shot of a 2-10-4 leading Fs and reefers across the New Mexico desert backlit by sunbeams that are piercing an otherwise solid mantle of storm clouds. This 128-page 8½"×11" hardcover sells for $49.95 plus $3.50 shipping (foreign orders add $5.00 shipping; N.J. res. add $2.40 tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820. Be sure to include your full street address since delivery is by UPS.

Another new release written by Lloyd Stagner is *Union Pacific Motive Power in Transition — 1936-1960*. This 64-page 8½"×11" softcover looks at the various stages of UP motive power development from the "Super Steam Advent" during 1936-1940 through the birth of 4-8-8-4 Big Boys to help move wartime tonnage and the introduction of diesels and turbines, concluding with the "Curtain Calls" of steam during 1956-1960. Stagner tells of the economic, political and operational conditions that steered the transition years for UP, noting such criteria as wheel arrangements, horsepower, grades and traffic levels and how they all calculated into tonnage ratings and locomotive assignments. Nicely printed in black & white are dozens of action photos showing Big Boys, Challengers and E7s storming the grades of the Wasatch Mountains and southern Wyoming, plus the less-celebrated but equally impressive 4-12-2s, 2-8-8-0s and FAs that hustled the workaday freights from Idaho to Kansas. Tables summarizing steam locomotive assignments during 1942, 1947, 1955 and 1957, and color cover photos of a Challenger and a gas-turbine, complete this fine retrospective effort. It sells for $17.95 plus $2.50 shipping (Neb. res. add tax) from South Platte Press, P.O. Box 163, David City, NE 68632.

The Great British Railway — A Living History by Tony Hall-Patch serves both as a handy reference on British railway history and a guide to places where preserved examples of this history can still be seen. There are chapters discussing the basics of steam-driven machines built by Trevithick, Stephenson and other locomotive pioneers, the rise of London as a rail center (including its famous Underground) and British railway expansion in general. Other chapters take a more specific approach in covering "Highlights of Civil Engineering and Signalling" like the Firth of Forth bridge, the Severn Tunnel and today's Channel Tunnel, plus "Developments of Locomotives and Rolling Stock" from Stephenson's *Planet* to Intercity Class 91s. A detailed map of current British rail lines and museum sites supports the chapter on "Some Preserved Railways" as well as the rest of this 192-page 8"×10½" hardcover, priced at $34.95 from Trafalgar Square, North Pomfret, VT 05053.

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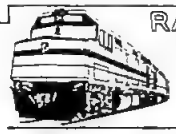

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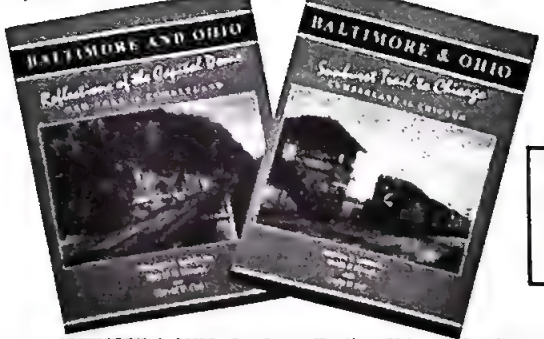

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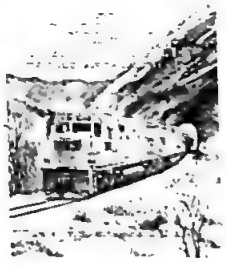

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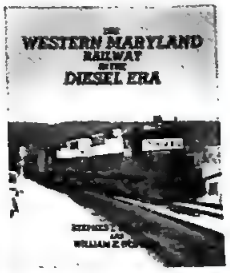

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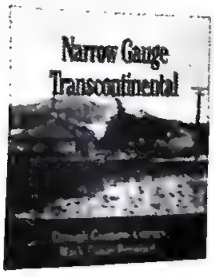

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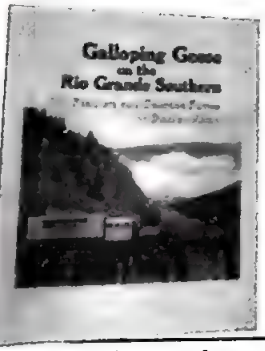

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in magazine advertising and was reproduced in engine maintenance manuals, parts manuals and specification booklets. Sometimes, the image was mechanically embossed into the cover of the publication, in addition to being printed inside. The design was also used in builders plates for marine and industrial equipment, and EMD even made cast iron or brass plates of the image which were mounted on the front of the exhaust manifold on marine and industrial 567 series diesel engines. GM also produced the image in a variety of porcelainized steel signs which were suitable for indoor or outdoor display. These ranged from small single-sided signs which were primarily intended for mounting next to a door or beside a customer service area to very large and heavy double-sided signs which were displayed from an outrigger on the side of a building. In addition to the General Motors Diesel Power graphic, these signs generally included the qualifier SERVICE, PARTS or SALES in the lettering. The Eastwood Company has reproduced a 10"×14" General Motors Diesel Power Service sign in porcelain over heavy gauge steel. The very heavy construction of this sign is consistent with 1940s era outdoor advertising and, thankfully, is *not* the flimsy baked enamel treatment usually seen in reproduction signs. The graphics are a very nice representation of the originals; the black, white, red and golden yellows are accurate, and the lettering is crisp and clean. The sign is fitted with grommets at all four corners, which allows it to "float" and expand with the temperature if you mount it outdoors or on your porch. The GMDPS sign is Eastwood item 110300 and is priced at $24.95 plus $4.95 shipping from The Eastwood Company, 580 Lancaster Avenue, Box 296, Malvern, PA 19355. You can phone in credit card orders at 800/345-1178. Be sure to ask for a copy of their catalog as they produce a variety of other railroad and toy train related collectibles — PRESTON COOK.

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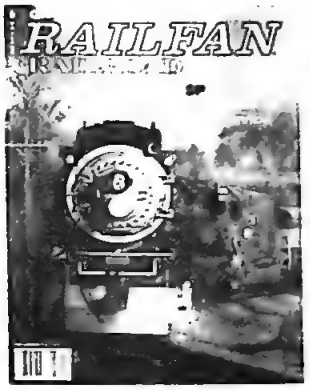

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Index to Volume 10/1991

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Soldier Summit
Persuing the POTUS
Metro-North's "Boston" F10s
Steamtown 1992

February 93
Index to vol.II
Requiem For Little Giant
"Ultimate" Photo Freight
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both intelligent and descriptive. Numerous photographs are full page, many being half page in layout. There are 14 detailed route maps accompanying several of them, detailing the individual trackage. Additionally, there is a downtown track map and a route map indicating all the lines remaining in operation in 1961 and those that had been previously abandoned, along with a list of routes by both number and name. At this point in time, the system was entirely PCC car operated.

Pittsburgh Railways was surely a complex and interesting operation that traversed a large area over every terrain imaginable. Although the text herein is the briefest, the photographs, their captions and the maps make this a satisfying volume for any street railway fan. It is available from Quadrant Press, 19 West 44th Street, New York, NY 10036 for $14.95.

Book Reviews

Guide to Railway and Tramway Museums in Europe by Pasquale Angius and Aldo Farneti, published by Odos Edizioni of Milan, Italy; distributed by the Map Factory, Box 12629, Seattle, WA 98111; 259 6"×8" pages, softcover; $25.95.

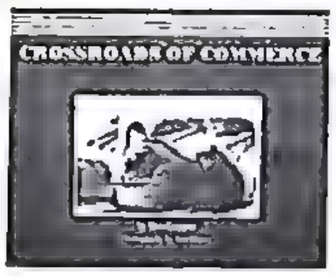
Europe, the birthplace of railways, has the world's greatest concentration of quality rail museums. But, until the publication of this book, the railfan community lacked a comprehensive English language guidebook to the *entire* continent's rail museums. The text is printed in four languages — English, French, Italian and German — giving the inquisitive reader an insight into some foreign rail terms.

The nations covered are Austria, Belgium, Switzerland, Czechoslovakia, Denmark, Spain, France, Great Britain, Greece, Hungary, Italy, Ireland, Yugoslavia, Norway, the Netherlands, Portugal, Poland, Russia, Sweden, Finland and even Romania. Although quite a few operating museums are listed, the emphasis is on traditional static rail, general transport and toy train museums. Each entry gives travel directions and what's exhibited along with a range of symbols denoting visiting hours and other tourist services.

Many entries are depicted in small black & white photos and two-color sections. A shot of an armored military train resembling a Lionel toy was enough to make me visit the Polish rail museum in Warsaw.

Since the guide was published in 1990, some of the geography is dated, so presumably some of the visitor information may also need updating. If you're going to travel extensively on the contintent, this would be a good book to check out when planning your trip. But, if you are visiting mainly Great Britain or Germany, there are better rail museum guides available for those countries — TOM SAVIO.

Book Reviews



Crossroads of Commerce — The Pennsylvania Railroad Calendar Art of Grif Teller by Dan Cupper, photography by Ken Murry, published by Great Eastern Publishing, P.O. Box 246, Richmond, VT 05477; 183 9¼"×12" horizontal pages, hardcover, $69.50 plus $3.00 shipping.

This is an outstanding book about the famous Pennsylvania Railroad calendars and their artist, Grif Teller, whose signature appeared on 27 of the 33 calendars that were produced. How does one define railroad art? Some would say that anything as mundane and utilitarian as a train is incompatible with the sensitive and sophisticated discipline of graphic expression. The content of this outstanding book focuses on Teller the artist; Teller the man; his working partner, the Osborne Company and the PRR's calendar program along with a gallery of the calendar paintings. Also included is a chapter covering a gallery of what might have been. The final chapter, titled "The Commission Paintings," is presented in detail and is extremely interesting, containing in fact numerous surprises.

The book contains 219 black & white and color illustrations, all of them reproduced to a high standard of quality. The 33 calendar paintings are presented in full page size, as are numerous other illustrations. The reader is given an inside look at how the artist worked in the field and in his studio, including his photographs used in research. Little known to most people is the fact that during his career, Teller occasionally produced paintings of other railroad, transportation and industrial subjects.

The author's extensive research and text have been matched beautifully by the publisher in their intent to produce a fine quality volume utilizing fine quality paper, typeface, reproduction and binding. It is sad news that Grif Teller passed away in April 1993, but he lived to see and enjoy this tribute to his life's work as documented by Dan Cupper, who had become a close friend — JOE L. DIAZ.

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We'd like you to meet...

Preston Cook

The author of our three-part feature on SD45s should be no stranger to R&R readers. Preston Cook has written numerous articles for R&R and RAILROAD MODEL CRAFTSMAN. His writings generally pertain to specific locomotive models, and his recent efforts include the two-part story of Amtrak's SDP40F in the January and February 1991 issues and the R&LHS Railroad History Award winning story of the FT in the October, November and December 1989 issues.

Although he is a devoted fan of Alco diesels, it's no surprise that most of his recent writings have been about EMD locomotives. Born and raised in New England, Preston is a Mechanical Engineer who first "hired out" with the Electro-Motive Division of General Motors in 1971. He started as a service engineer assigned to the Penn Central and Western Maryland before being transferred to the Erie Lackawanna. In the course of business, he travelled system-wide on the EL by train and by automobile, frequently visiting the backshops in Hornell, N.Y., in addition to his normal duties at the running maintenance shop in Marion, Ohio. In late 1974, he accepted an assignment with EMD's Product Installation Group to handle engine a first-time delivery of locomotives to Morocco, and on his return to the U.S. in 1975 he began a tour of duty as an instructor at EMD's Service Training Center in the La Grange plant. After more than three years, which included 122 weeks of teaching locomotive, marine and industrial subjects, he moved on to the EMD Service Department Technical Section as the Technical Engineer to work on turbochargers. A year later he became the Senior Technical Engineer handling engine reciprocating components. Travels related to his work in the Technical Section eventually took him to many corners of the world.

Late in 1980, EMD needed a District Engineer to cover their support of U.S. Government accounts on the East Coast, and Preston then became responsible for EMD's diesel engines operated by the U.S. Navy and other military branches. In this job, he supervised the installation and set-up of diesels on a number of Navy aircraft carriers, and he traveled with the craft on acceptance trials. He also handled diesel engine installation on all of the Coast Guard's 180-foot bouytenders upgraded by USCG's shipyard at Curtis Bay, Maryland.

In 1987 he left EMD to accept a position with Morrison-Knudsen Company as sales representative for their Power Systems Division in New England. In addition to his normal work related to the power generating industry, he also handled temporary assignments working on special projects at M-K in Boise, Idaho, teaching classes on locomotive electrical systems and control modules.

Since 1991, he has been working for MKW Power Systems Inc. (successor to M-K PSD), which is the authorized East Coast distributor for EMD diesel engines to marine and industrial customers and the worldwide nuclear distributor for EMD engines and generating equipment. In addition to his previous teaching experience with locomotive engines and electrical systems, he now researches, organizes and instructs classes on EMD diesel engines and generating equipment used in nuclear and industrial applications. He presently serves as manager in the Power Systems Training Center and is responsible for the company's internal employee training activities as well as the customer training programs.

Preston became actively interested in writing in the early 1970s, and he has been a steady contributor to R&R and RMC since then. He was able to combine his interests in both rail and marine subjects with articles in R&R and RMC on railroad-owned tugboats. In addition, Preston has authored four books for Old Line Graphics including *Erie Lackawanna Memories* (1987); *Before Guilford...* (1989); *C&NW Memories* (1990) and *The Railroad Night Scene* (1991). Preston shoots his still photos with fleet of Pentax

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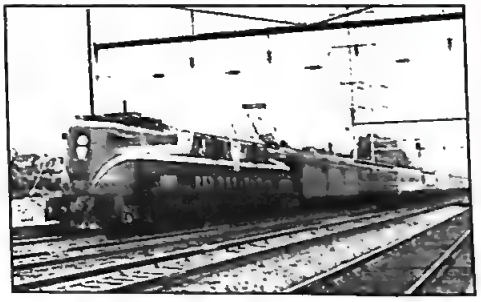

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35mm cameras, and he still owns a 16mm Bolex movie camera. The Bolex was active until late 1992 when the required-purchase quantity of 16mm Kodachrome exceeded the price of a Sony Hi8 camcorder. So he bought the Hi8, and the Bolex is now an historic artifact sitting on the front seat of his 1955 garage-kept Pontiac.

Camera Bag

BY JIM BOYD

So Long, Black Boxes

GUEST COLUMNIST: MIKE DEL VECCHIO

Black boxes are history! We received all kinds of mail about Editor Boyd's May '93 CAMERA BAG "Qualex Goes Stupid!" from readers expressing all kinds of opinions about those new mostly black boxes that Qualex-processed slides are now returned in. The most interesting letter, though, was from Qualex Account Executive Joseph J. Felice from the Fair Lawn, N.J., lab stating that his company had become, "painfully aware of the objections to the new design," and that Qualex had, "listened, learned and reacted."

Felice had passed the feedback from his professional customers to Qualex corporate headquarters in Durham, N.C., and Felice says a new design has been implemented. His letter went on to say that the new boxes will incorporate some of the "new look graphics" from the black boxes with a broad expanse of Kodak yellow and plain white sides and ends for easier notations. It will be a little while before the new boxes are in circulation, and none were available to show you here, but Felice implied that they will be in use even before the supply of black boxes is exhausted.

Back to the letters. Several readers sent us copies of their letters to Qualex divisions around the country — which is good, writing directly to Qualex was the proper action, and it got results. We're looking forward to see the new box design.

A surprising number of the letters still had some complaints about processing quality (mostly scratches), and one copy of a Qualex reply from Durham showed that Qualex is concerned about processing problems and is working to resolve them. In a phone conversation a couple of months ago, Joe Felice had mentioned that scratch problems are more often a dirt particle in the camera than a processing problem, but he did say they try to keep a close eye on processing quality at Fair Lawn.

That phone call from Joe Felice was, coincidentally, only a week after I received my first black box, and I mentioned the problem then. He admitted that during the meeting where the new boxes were introduced, he was very much opposed to the new design saying that the pros wouldn't like it, but he was outvoted. Interestingly, after having Fair Lawn "process, but don't cut" a roll of negatives, the processed film was returned in a slightly-larger-than-36 black box with both ends and one side printed in gold with no type at all — a design that wouldn't have met with the same rejection that the black ends did. To Qualex' credit, as with their rescinding of the bulk mail policy less than a year ago, they are willing to make expensive changes to keep their customers satisfied.

However, if you're still unhappy with Qualex Quality on Kodachrome processing, keep writing to Qualex (addresses are on the slide boxes) or see the November 1992 CAMERA BAG listing all of the licensed Kodachrome processors other than Qualex.

And we did get a couple of letters disagreeing with the May '93 CAMERA BAG, one calling it the ravings of "a petulant child." Another said that Boyd and I were "blaming Qualex for our laziness" in regards to slide filing. (In my own defense, my "simple" filing system is the result of years of refinement, and I can find *any* slide in over 1100 boxes less than one minute after I remember *when* it was shot. And I can return it there in less then 15 seconds, without wasting time marking 39,708 slides and without buying $496.35 worth of plastic pages, so far — but Boyd says he has no defense and really is just lazy.)

Of all the comments, though, Conrail locomotive engineer Don Jilson's letter suggested there's more under his blue hat than hair. He noted that maybe the Qualex designer was from Indiana and suggested that we could start calling the fondly remembered black-and-gold Monon units "Kodachromes!"

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Transit Currents

Tunnel Trolleys Return

The Mount Washington tunnel in Pittsburgh, through which some 38,000 bus and trolley riders travel each day, is going to be closed for repairs. In the early 1970s, Port Authority Transit fixed up the tunnel so it could be used by buses and put used rails for the streetcars in the concrete roadway. At that time it was thought that the trolleys would soon be replaced by the rubber-tired Skybus transit system. However, light rail was chosen instead. Now the tracks in the tunnel floor need new rail.

While the tunnel is closed, the light rail vehicles are going to be using the up-and-over route via Allentown. Yep, that's right; instead of going *through* Mount Washington, travelers will go *over* it. The Allentown Civic Association made sure that PAT retained the Allentown detour line. That line hasn't been in service for six years, during which time the streets and track were being rebuilt, but it will come back into service in June 1993 just in time to pinch hit the handling of the traffic through the tunnel. The LRTs will cross the panhandle bridge from downtown Pittsburgh and then use a single-track ramp that crosses over east Carson Street and then joins with the line over Mount Washington via Allentown. Before the line closed down for repairs, it was served by PCC cars.

The trolley wire was going up along the Allentown line in late January 1993, and in March the streets of Allentown saw test runs with LRVs being made in order to adjust the wiring and other devices.

Options exist to close the tunnel completely or to do the track replacement on one side at a time. Outbound trolleys would use the Allentown line while the inbound would use one track or another in the tunnel. As always, interesting transit happenings occur in Pittsburgh. Thanks to Dr. William J. Harvey and to Jim Cerny. By the way, Jim writes that it's nice to have Pittsburgh newspapers back after a seven-month labor strike.

Harre Demoro: 1939-1993

It is with great sadness that I report that Harre Demoro died on March 19, 1993, as a result of complications following heart surgery. Harre was a reporter for the San Francisco *Chronicle* and was considered to be *the* historian of transportation in the Bay Area. Over the years, Harre was the author of twelve books, with two more on the way. He never got to see the latest, *Rails to San Francisco Bay*, written with Vernon Sappers, which was just published. Harre was a regular contributor to this column; much of the news about BART and the San Francisco MUNI and other transportation news of the Bay Area came from articles written by Harre for the *Chronicle*. I received a thick bundle of his latest items just a few days before the envelope from Ted Wurm arrived with the news of Harre's death. He will be missed. He is survived by his daughter, Kristin A. Demoro, and his wife, Jo Murray. In preparation for his heart operation, in case of his death, Harre asked that any memorial contributions be made to the Bay Area Electric Railroad Association, P.O. Box 192986, San Francisco, CA 94114.

L.A. Metrolink Ups and Downs

More than 5000 riders used the Metrolink commuter rail service in the Los Angeles area on opening day at the end of October 1992. This number declined dramatically — and probably not surprisingly — to about 1400 a week later. What had happened? Metrolink began to charge fares. The riders thought the fare was not worth it and stayed away.

Is this a disaster? No, it's just reality kicking in. Automobile use in the Los Angeles area is just as highly subsidized as it is anywhere else; charging a realistic transit fare is impossible as long as the automobile is helped so much as a part of government policy.

In addition to fares being charged, some other problems exist. One is that there is a great deal of travel between suburbs in the Los Angeles area; only a very tiny fraction of the total trips are between the suburbs and downtown, and as the Metrolink is now set up, it primarily serves the downtown market. Over time, the service is to be improved and offer peripheral as well as radial service, but for now it is inbound trips in the morning and outbound trips in the afternoon, and these might really not meet the need to travel between a lot of the suburban areas that are served by the Metrolink trains. Another factor is the process of getting to and from stations. Not all are well-served by buses, and many potential riders are probably lost as people try to figure out how to use the commuter rail trains, or even gain access to them. Los Angeles was mightily shaped by the automobile for most of the last 70 years, and many riders or potential riders simply do not understand transit. They have an understandable concern about whether they will be able to get where they need to go for their final destination once they get to, say, downtown Los Angeles.

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

to Allentown Detour

The pity of the situation is that probably even the best transit service of any type will not make much of a dent in the smog or the congestion in southern California because the single-occupancy vehicle has been so highly subsidized. One study on the issue of cost showed that commuter behavior will change dramatically if it costs more than $5.00 a day to park a car. The great majority of people who park at their work site do so free, even though, like free lunch, it really isn't.

Metrolink management reacted fairly quickly and by mid-November 1992 had already decided that it would reduce some fares and speed up service to attract more riders. Thanks to John A. Lee for the news.

Some "No" in Canada

Bombardier, Inc. of Canada had expected that it would be building 135 new subway cars for Mexico City to the tune of about $150 million in U.S. coin. The expectation was thrown for a loop when the government of Mexico City indicated that the subway contract would go to the Spanish company CAF. One of the reasons that Bombardier was confident was that it had parted with $27 million in Canadian dollars not long ago to purchase a railway carbuilding plant from the Mexican government in order to make sure that it had the deal locked up. Bombardier figures with a plant in Mexico and an attractive bid, it would be hard to beat.

In another story from Canada, the idea of refitting some truly vintage trolleys from Portugal to use in Victoria, British Columbia, was turned down by Victoria BC Transit. The trolley venture was supposed to be part of a $250-million redevelopment project carried out between the city of Victoria and the province of British Columbia. The province had gone along with the idea of purchasing some vintage cars from Lisbon, Portugal, but the arrangement did not look attractive to transit management. The BC Transit folks in Victoria think that refurbishing old cars is a nifty idea for heritage parks and other antiquey things but not such a great idea in terms of providing shuttle service in a busy downtown area. Thanks to Loring M. Lawrence for the news from Canada.

Subway Flooding in New York

The unexpectedly violent rains that struck the New York City area on December 11, 1992, were shocking in the extreme. Supposedly the worst storm in more than 40 years, it dumped huge amounts of rain in the area, and some of this found its way into the subway tunnels in Manhattan and elsewhere. Large chunks of the rapid transit service had to be shut down as water rose in the tunnels. I was in the hospital at the time, and the inactivity forced me to spend more time watching TV news than I would have otherwise and the pictures were stark and scary.

There were some very close calls in the PATH tunnels that join New Jersey with Manhattan and provided the first rail service beneath the Hudson River in 1908. The two twin-bore PATH tunnels under the Hudson both experienced flooding in several sections, and flooding also occurred in the outbound track close by the Hoboken terminal. The water came in very quickly in some places, and one train was stalled 70 yards from the Hoboken terminal, which forced the crew and the passengers to wade waist deep against the oncoming tide of water. Thanks to Bill Hough for the news.

ETBs in Los Angeles

The fall of 1992 saw the beginning of hearings about electric trolleybus services for the Los Angeles area. One hearing, in Burbank, was not particularly well attended. The concern voiced was whether the overhead wires would create a potentially harmful electromagnetic field. People were assured that it posed less of a problem than an electric razor.

The initial candidates for service include Van Nuys Boulevard and the San Fernando Valley and a line along Glen Oaks Boulevard between Glendale and Pasadena with service passing close to Burbank. Service is also proposed on Garvey Avenue, Whittier Boulevard, Olympic Boulevard, Broadway, Vermont Avenue, Crenshaw and Hawthorne boulevards and several other streets, as well as for downtown Long Beach. Up to 19 current bus routes may be replaced by the electric trolleybus service.

Bus routes under consideration for a change to trolleybuses are Southern California Rapid Transit District lines 16, 18, 30/31, 40, 45, 66/67, 70, 204 and 560. Also being studied are modified Long Beach lines 40, 50, 60 and 90, and Montebello line 10. Seven more lines are being looked at for the next phase. Thanks to John A. Lee for the information.

Flashes

MARYLAND RAIL COMMUTER had hoped to open a service from Washington to Frederick, Maryland, in the 1995 fiscal year. It looks now as if construction on the line will not start until the next fiscal year. One year's delay is expected. Thanks to Marion J. Zych for the above information.

Bill Conway, member of the board of directors of the Ontario Electric Railway Historical Association (which operates the Halton County Radial Railway near Rockwood, Ontario), sends news that the association has acquired two of those wonderful red **GLOUCESTER RAILWAY CARRIAGE & WAGON** Company subway cars used in Toronto from 1954 until 1990. The Red Gloucester cars were the ones that literally helped open the Toronto subway. According to Bill

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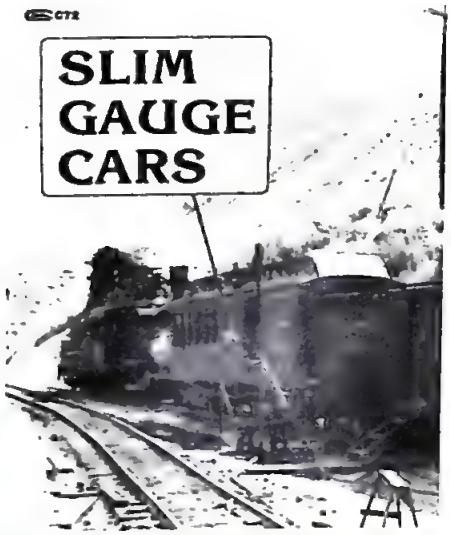

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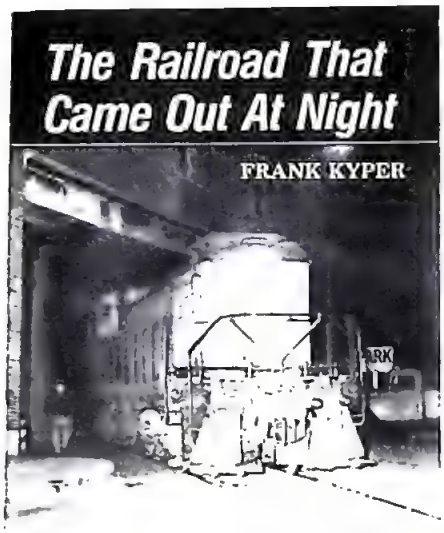

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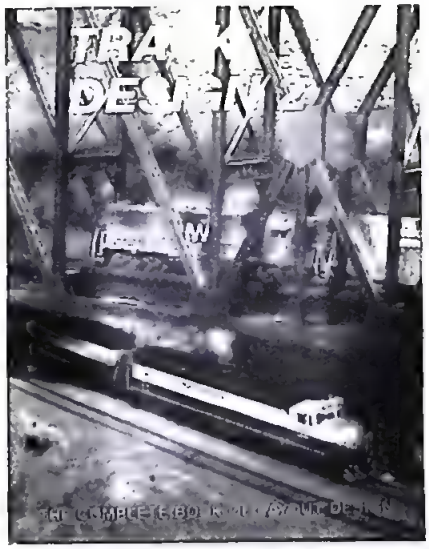

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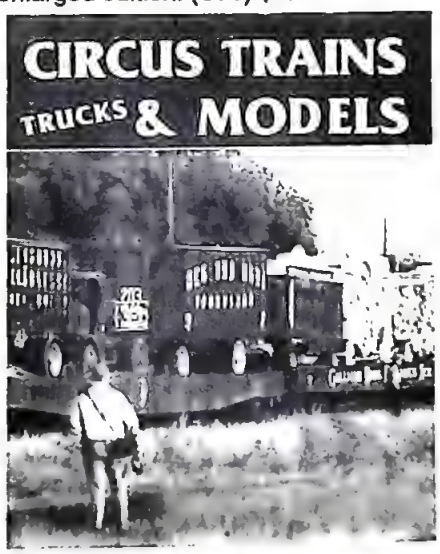

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Conway, the two red class G1 cars numbers 5098 and 5099 headed up the inaugural train on that first run along the Yonge Street subway line from Union Station to Eglinton Avenue. The address is Halton County Radial Railway, R.R. 2, Rockwood, Ontario (N0B 2K0).

According to the *Inside Track* of the **MARKET STREET RAILWAY** Company (P.O. Box 425063, San Francisco, CA 94142-5063), the Public Utilities Commission apparently had thoughts of delay or cancellation of the Waterfront section of the F line in San Francisco. The F line is to open on Market Street in 1994. The construction of the line up the Embarcadero to Fisherman's Wharf is scheduled to be completed by 1998. Strong reaction in favor of the expansion of streetcar service included a note from Mayor Frank Jordan that said that the F line is a priority project.

For those interested in New York's fabled **THIRD AVENUE ELEVATED**, Bernard Linder has an excellent short piece in the *New York Division Bulletin* of the Electric Railroaders Association (P.O. Box 3001, New York, NY 10008). It is in Volume 36, Number 2 of February 1993.

DENVER will return to the rail transit fold in 1994 when its 5.3-mile light rail line is scheduled to open. No federal funding is involved, and the line has been financed through the sale of bonds. Moreover, the RTD saved $500,000 each on its eleven Siemens Duewag cars, thanks to a joint order placed with the San Diego Trolley. The cost of the start-up line, which is expected to be the heart of a much larger system, was $109 million.

Tom Ruffin sends word that the Metropolitan Transit Authority of **HOUSTON** acquired 158 miles of railway right-of-way, along with the purchase of the Amtrak station in downtown Houston. The price tag is $113 million. Some of the trackage will be used for commuter rail service, while a toll road is likely to be built on another section.

The Pennsylvania Railway Museum Association, Inc. (P.O. Box 832, Pittsburgh, PA 15230) is the proud owner of erstwhile Philadelphia & Western **BULLET CAR 209**. The car arrived at the Arden Museum via tractor trailer on January 9, 1993.

Bill Fennelly sends the good word that there may soon be **FERRY SERVICE** between his home town of Yonkers and Manhattan. A number of ferry operators are expected to submit proposals for service.

Bill Fennelly notes that **SUBWAY CRIME** has fallen almost 15% on the New York City Transit Authority. Crime is now at its lowest overall level since 1987.

BURLINGTON, VERMONT, is conducting a study to see whether a trolley running from the foot of Main Street out to the University Mall and the airport in South Burlington will be a worthwhile investment. Thanks to Walter E. Lockhart for the news.

LIGHT RAIL fans should get hold of a copy of the February 1993 issue of *Railway Age*. Bill Middleton has an extensive feature on the new age of light rail vehicles.

Roger Arcara provides information that the electrification of the **ST. LOUIS** Metrolink light rail line is making significant progress. By the time you read this, the line may be open for revenue traffic. ⊂

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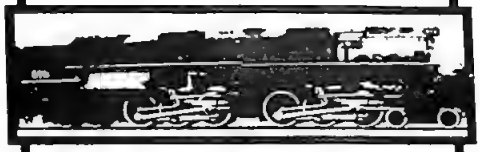

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Railnews

CP RAIL SYSTEM The eagerly-awaited new image of CP Rail System was finally applied to a locomotive. On April 1, 1993, at the Ogden Shops in Calgary, SD40-2 5415, former-KCS 670 (page 4), was the first unit completed in the new "System Red" livery with generous amounts reflective Scotchlite markings. The 5415 still had mechanical troubles, and though it was the first unit painted, SD40-2 6034 turned out to be the first one outshopped and put on the road. The 6034 worked its way east through Bensenville (Chicago), Binghamton and Albany to Boston where it joined a Springfield Terminal unit on a special Massachusetts governor's train to Ft. Devan on April 6th (CP has been negotiating with the State of Massachusetts and Springfield Terminal for access to the Port of Boston).

This new unified CP image will effectively replace the liveries of the D&H and Soo Line as well as CP Rail's own "action red" livery. The new color is actually Soo Line's Candy Apple Red, which CP has officially dubbed "System Red." A few other locomotives are being painted by the various shops and sent around the system for evaluation before the new image becomes policy. The first Soo Line unit in System Red is SD40-2 6607, released from Soo's Shoreham, Minn., shops on April 6th. What's rather remarkable about the new livery is that *all* of the markings (except for required informational decals), including the joint U.S./Canadian flag and road numbers, are reflective Scotchlite. And after experimenting in recent years with reflective markings on a few units, CP chose a "diamond" grade for a long decal life (guaranteed ten years). Feedback is already being received, and some reported changes include separating the flags and wording on the long hood, and also to lower the "CP" on the nose, which appears as "C:P" on units with headlights in the nose (Soo Line 6607 doesn't have a nose headlight, and it looks fine). Other suggestions include adding a black roof for an overall cleaner appearance.

Once the new image is refined, CP expects to repaint units as they come due for overhauls, roughly 100 per year. Except for 95 six-axle Alco/MLWs, RS23s and RS36s to be retired in 1993, the remaining CP fleet totals 1658 units, so it may be a while before there are solid sets of the new livery. While all units will eventually get the System Red, roughly one-third of the fleet won't get flags — these are most yard switchers, some road switchers and the high-hood SD40s recently purchased from Norfolk Southern for use as cabless "B-units," which CP intends to paint red with road numbers and "CP Rail System" lettering on the fuel tank.

AMTRAK AMD-103 800 During mid-April 1993, the first of General Electric's Dash 8-40BP passenger locomotives was shipped from Erie, Pennsylvania, to the AAR test track at Pueblo, Colorado. Classified as an AMD-103 by Amtrak, cowled unit 800 is among 46 which the passenger carrier has ordered from GE. Looking rather like an E60 (minus the pantograph) with slight aerodynamic tapering of the nose and windshield area, the four-axled, single-ended unit is, as Amtrak puts it, "The first diesel-electric locomotive specifically designed and built for passenger service in the United States in some time," and, "represents a substantial improvement over the F40PH in such basic performance areas as horsepower and fuel capacity while staying within existing weight and clearance parameters." The AMD-103 includes a 4000-h.p. 7FDL16 engine, high-speed bolsterless trucks developed by Krupp of Germany, desk-top style comfort cab consoles fitted with two computer display screens and a fuel tank with four separate compartments which are integrated with the carbody rather than slung between the trucks. Amtrak plans to base the AMD-103s out of New Orleans and operate them initially on the *Sunset Limited*, *Crescent*, *City of New Orleans*, *California Zephyr* and *Auto Train*. As if to elude publicity until completion of its AAR testing, the 800 was shipped in its natural stainless steel coloring with a light gray patch which wraps across the roof and down the sides to just below window level, and only minimal applications of the road number and Amtrak name. Hopefully, the production series will wear something more colorful like the "California stripes" on

The BN units are assigned to Soo locals around Minneapolis/St. Paul, to Sprint trains between the Twin Cities and Chicago and to locals along the ex-Milwaukee Road "River Line" between St. Paul and Portage, Wisconsin. Since Soo also owns Cat-powered locomotives, it was only inevitable that they would cross paths with one of the BN units. Such was the case on February 23 when BN GP20C 2002 teamed up with a Soo GP30C (page 4) on Soo's Transfer One, which handles a lot of local work in the northern part of the Twin Cities.

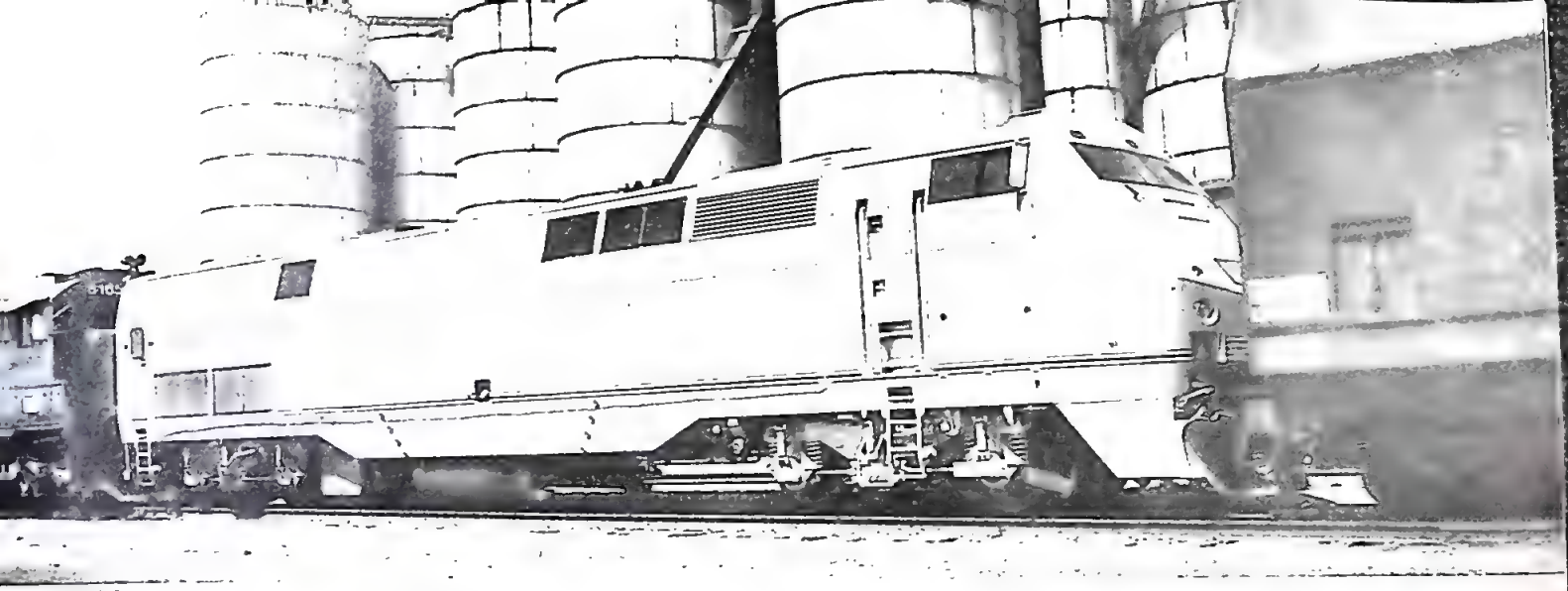
CSX DASH 8-40CW 7812 George Bush is no longer in the White House, but the locomotive which led his presidential campaign train during late 1992 is still hard at work on CSX. Dash 8-40CW 7812, which was given road number 1992 and specially decorated for use on Bush's 19-car train which whistle-stopped through several states in September and October (January '93 R&R), has been numbered back to 7812 and returned to regular freight duty in its presidential livery. When photographed in Georgia during February 1993 (page 4), the unit was still adorned with the large U.S. flag and other decorations that were applied for the presidential specials.

EMD 70-SERIES While Burlington Northern awaits production of its 350 SD70MACs (June '93 RAILNEWS), the first order for EMD's 4000-h.p. SD70, six units total, was being delivered in April 1993 to Norfolk Southern. The NS units, 2500-2505, are rather unusual for having been ordered with the standard "spartan" cabs, 26L brakes and AAR control stands rather than the wide-nosed super cabs which have been preferred on most recent orders. The NS SD70s feature the self-steering radial trucks equipped with D90 d.c. traction motors. Norfolk Southern has orders on the books for 50 similar SD70s for delivery of 25 in 1993 and 25 in 1994.

In other 70-Series news, EMD SD70M prototypes 7000-7002 departed the AAR's test facility near Pueblo, Colorado, and began performing in revenue service on Conrail in late March. After spending their first week based out of Selkirk, N.Y., the three units, accompanied by a test car, worked down the Hudson River to Oak Island, N.J., then west across Pennsylvania (page 4) to finally wind up on Conrail's former-Monongahela trackage. There, the radial-trucked SD70Ms were able to show off their abilities while lugging unit coal trains on steep, twisting trackage. Early reports indicate that the units had ventured "where no six-motor has gone before" and were no more stressful on tight curves than a four-motor unit.

Since they tend to look alike, a quick review of EMD's recent big six-motors might be helpful. After a couple of prototypes (the KCS SD40X and N&W SD50S), the SD50 was introduced in mid-1981 with a 16-cylinder 645F3 engine rated at 3500 h.p. and the new D87 d.c. traction motors; in 1984 the SD50 was uprated with the 645F3B engine and other improvements to 3600 h.p. The production SD50s use the Super Series wheel control system and modular control components. The SD60 was introduced in mid-1984 with the 16-cylinder 710G3 engine rated at 3800 h.p. and microprocessor control technology. SD60s produced after late 1990 carry the improved 710G3A engine but kept the 3800 h.p. rating. Four SD60MAC prototypes were produced in 1992 with a.c. traction motors; they were initially rated at 3800 h.p. but have since been upgraded to 4000 h.p. The SD70 has the 710G3B engine rated at 4000 h.p. with the new EM2000 microprocessor control and radial trucks with D90 d.c. traction motors. The SD70MAC will be essentially the SD70 with the a.c. transmission system. And projected for the future is the 5000-h.p. SD80MAC with the 20-cylinder 710 and a.c. motors.

THE '93 BEET FLEET Spring has heralded in the start of Southern Pacific's annual sugar beet hauling operations (September '92 R&R). Despite the heavy rain and mountain snow that deluged northern California late in the winter, drought conditions in the San Joaquin Valley early in the growing season hampered crops along SP's West Side Line. As of early March, no beets had been loaded at



RUSS HONEY

STEVE GUSCHINSKI

CP RAIL SYSTEM SD40-2 6607, the first Soo Line unit to get the new CP paint and markings, departed the Shoreham Shops in Minneapolis on April 6 (**left**). Its lack of a nose light allowed tighter placement of the CP nose letters than was done on other units. Under CP Rail System, Soo is now called the Heavy Haul—U.S. Division while Delaware & Hudson is the Bridge Line Division.

AMTRAK AMD-103 800 passed through Emporia, Kansas, on April 16 with Santa Fe's Kansas City-Denver 344 train while en route from GE's Erie plant to the AAR test track near Pueblo, Colorado.

EMD 70-SERIES units are being tested on BN, Conrail and CSX, but Norfolk Southern has become the first road to receive production SD70s. The 2504 and 2505, equipped with "spartan" cabs, were seen at London, Ontario, (**below**) on April 7.

IAN PLATT

Things are looking brighter down in the Imperial Valley, where harvesting was scheduled to begin on April 23, with movement of beet trains running west over Beaumont Hill and up the coast to Betteravia expected to last through July 8. The twelve-week harvest will be the biggest seen in the "IV" in quite some time. South of San Francisco, the Salinas Valley will start harvesting around the first of September and should last about twelve days. An SP job out of Salinas will gather beets loaded at Sargent, Camphora and San Ardo for shipment south over Santa Margarita Hill to Betteravia.

The Klamath Basin harvest at Merrill, Oregon, and Stronghold, California, should be similar to last year's, with beets being moved up the Modoc Line to Klamath Falls, Oregon, then south on the Shasta Route to Hamilton City. Also like last year, additional beets will be loaded at Merrill and Stronghold on BN trackage (April '93 RAILNEWS) for interchange to the SP at Klamath Falls.

As for cars, there will be no more new rapid discharge "Beet Liners" delivered until the harvest season is over, so an anticipated 250 wooden beet racks could be in service this year. In addition, 85-ton and 100-ton quad hoppers will be contracted from Helm Leasing — TED BENSON.

GRIF TELLER, 1899-1993 Famous Pennsylvania Railroad calendar artist Grif Teller died on April 8, 1993, at the home of his son in northern New Jersey. Born in Newark, N.J., on December 9, 1899, he had lived nearly all of his life in Newark and in Little Falls, N.J., and he graduated from the Newark School of Fine & Industrial Art in 1918. As a commercial artist, Grif "fell into" the PRR assignment in 1927 when another artist failed to have a sketch ready for an important meeting — Grif worked very late, and the PRR liked his work. Teller painted calendar scenes from 1928 through 1942 and then from 1945 through 1958, and his paintings appeared on playing cards, dining car menus, postcards and annual reports. Grif was philosophical about the PRR account, recalling that "it was good while it lasted." Grif retired in 1968.

The historian community rediscovered Grif Teller in 1974, and since then he had been painting railroad scenes on commission until the day he died. Dan Cupper just completed a hardcover book on his work (see RAILROADIANA) titled "Crossroads of Commerce," named for one of Grif's most famous PRR paintings. Grif is survived by sons Robert and John, daughter Ruth Bragg, eleven grandchildren and eight great-grandchildren.

Railnews

ROBERT B. CLAYTOR, 1922-1993 Retired Norfolk Southern chairman, chief executive officer and steam devotee Robert Buckner Claytor died in Norfolk on April 9, 1993. He is survived by sons Robert and Preston, daughter Jane Webster and brothers Richard and W. Graham, Jr. Services were held in Norfolk on April 12, and in Roanoke on April 13.

Born on February 27, 1922, in Roanoke, Bob was a Phi Beta Kappa graduate of Princeton University and a 1948 Harvard Law School alumni. He joined the Norfolk & Western Railway in 1951 after three years with AT&T. With N&W we was appointed vice-president of law in 1964, became a director in 1968 and was named president in 1980 and CEO in 1981 upon the retirement of John P. Fishwick. Claytor was named chairman and CEO of Norfolk Southern Corporation upon its creation in 1982. He was able to make a bid to take over Conrail in 1986, and he developed the innovative Triple Crown RoadRailer service, acquired United Van Lines, Piedmont Airlines (later sold) and even natural gas pipelines in a strategy of diversification.

With all of his accomplishments, Robert Claytor will also be remembered as the leading force behind the restoration of N&W Class-J 4-8-4 611 and Class A 2-6-6-4 1218. Of the several memories I have of Mr. Claytor, perhaps my favorite occurred April 20, 1987, aboard the office car *Lambert's Point* in Birmingham. While the railfans were consumed with night shots of the shiny 2-6-6-4 outside, Claytor and Jim Bistline recalled the early days of excursion steam on the NS and Southern — it was there that I learned that it was Bob who had brought the ET&WNC 2-8-0s 207 and 208 to brother Graham's attention after 208's appearance in Roanoke in 1966 (Graham bought the pair in 1967 and placed them in excursion service, thus beginning the Southern Steam Program).

Bob Claytor will be missed by family and friends, and he will leave a legacy as both a business leader and a visionary of post-steam-era excursions. Sadly, we'll never again see Bob and Preston take 1218 and a coal train up Christiansburg Mountain or watch 611 attack Blue Ridge. But on the Gloryland & Great Beyond Railroad Robert Buckner Claytor is running a *Powhattan Arrow* that's never late and has no 40 m.p.h. speed restriction — JOHN CRAFT.

ALABAMA RAILROAD During February 1993, Alabama Railroad GP16 1600 was outshopped by Birmingham Rail & Locomotive in the new Pioneer Railcorp system livery of NKP-like black with yellow trim and nose stripes (page 74). The 1600 is one of seven GP16s (1600-1606) purchased from CSX (1709, 1786, 1802, 1834, 1851, 1720 and 1724, respectively) for use on Pioneer's family of six subsidiary short lines: the 18-mile West Jersey Railroad, the 38-mile Wabash & Grande River in Missouri, the 49-mile Fort Smith Railroad in Arkansas, the 60-mile Mississippi Central (former-Kyle Railways Natchez Trace short line), the 76-mile Alabama & Florida and the 60-mile Alabama Railroad. Initially, 1600 and 1601 will be assigned to the Alabama, 1602 and 1603 to the Alabama & Florida and the 1604 to the Fort Smith, while 1605 and 1606 will go to the Mississippi Central. These "new" GP16s (CSX-rebuilt GP9s) will join 15 other Pioneer units already in use: six GP9s 900-905, four GP7s 700-703, RS3s 7803 and 7804, RS3m 7802, RS11 202 and SW7 101. For now, the chop-nosed former-Lamoille Valley RS3s on the West Jersey will continue to work by themselves, and the new locomotives have permitted the retirement of GP9s 903 and 904 and the sale of SW7 101 to Birmingham Rail & Locomotive.

Pioneer Railcorp, which was formed in the mid-1980s by offering stock through the railfan press to finance start-up short lines, is based in the former Santa Fe depot in Chillicothe, Illinois. The West Jersey was the first of the Pioneer lines (October 1988), and the Alabama & Florida is the most recent (November 1992). Other lines are being considered as this enterprise continues to grow. Since the existing paint schemes are primarily tastefully altered versions of a unit's previous livery, plans are to eventually repaint the entire fleet into the black and yellow — GUY BRENKMAN.

MARYLAND MIDLAND With its six locomotives painted in what some feel is just about the most striking paint scheme on any freight-hauling short line, the Maryland Midland appears to be a prosperous transportation service. Maryland Midland was formed in the early 1980s, and it operates 50 miles of former-Western Maryland main line between CSX connections at Emory Grove and Highfield, Md., plus a 17-mile line from Taneytown south to Walkersville intersecting the MM main midpoint at Keymar.

The blue-and-orange livery first appeared on MM 65-ton Whitcomb 102 in 1984 and was spectacularly applied to F7 100 during February 1988. The livery eventually spread to MM's F7 101 and three former-B&O GP9s 200-202. During mid-1992, Maryland Midland sold both cab units to Short Line Enterprises of Fillmore, Calif., which supplies railroad equipment to the movie industry. Since their October arrival in California, the 100 and 101 have participated in filming a television-remake of the movie "Route 66," and they led a February 6, 1993, R&LHS excursion over a few miles of SP's Santa Paula branch around Fillmore.

To replace the F-units and supplement the GP9s, MMID has obtained from Helm Financial Corporation three GP38s, 300-302 (page 74), which were recently overhauled by Metro East Industries in East St. Louis, Ill, and all are in service. Of the three GP38s, the 301 has been confirmed as former-CSX 2031, nee-B&O 3831.

Maryland Midland runs daily on the main lines and roughly tri-weekly on the branches. Operations are based out of Union Bridge, and the scenic line to Highfield is normally run during daylight. In season, the EnterTRAINment Line runs dinner/buffet/party trains Fridays-through-Sundays using MMID locomotives.

SOUTHERN PACIFIC 2-8-2 786 The Austin Steam Train Association began operating its 1993 *Hill Country Flyer* excursions during the March 13, 1993, weekend (while the East Coast was being pelted with a blizzard). Motive power on the 68-mile round trips is Southern Pacific (T&NO) Mk5 2-8-2 786, beautifully restored to operation during mid-1992 by the ASTA, which has been hauling these well-patronized excursions since July 25, 1992.

The Austin Steam Train Association runs *Hill Country Flyer* trips between Cedar Park and Burnet, Texas, on former-SP trackage now owned by the City of Austin. The train consists of six rebuilt PRR P70 open-window coaches plus three privately-owned air conditioned sleeper-lounge cars. The 1992 season lasted through December, and 786 hauled 47 round trips and over 15,000 riders in that time. In the first three weeks of the '93 season, the ridership is almost 2500, with the train often selling out several days in advance.

Planned improvements for the '93 season include the construction of a wye at Cedar Park to eliminate a lengthy tender-first move to reverse direction, and additional passenger cars to increase capacity. Trains run once a day on Saturdays and Sundays, and the trip originates at Cedar Park, roughly four miles north of downtown Austin. The adult price is $20.00, and reservations can be made by calling 512/477-8468 — J. PARKER LAMB

HURON & EASTERN Four GP38-2s from the P&LE (2057-2060) are the newest locomotives on the Michigan's Huron & Eastern, which operates 141 miles of main and branch lines in the Saginaw area. With the GP38-2s on the property, the H&E is retiring three GP9s (100-102) of its fleet of five GP9s and one GP7 (100-105). By March 1993, No.100, the *County of Huron*, was already at its new home on the Southern Railroad of New Jersey, still in its H&E version of the Pere Marquette passenger livery. Geeps 101 and 102 were still on the H&E at press time.

These GP38-2s are the four purchased by the P&LE during the liquidation of the Rock Island (4352-4355) in 1981, and H&E purchased them at the recent auction of P&LE assets. The new units will be put into service quickly and will come in handy with a possible expansion of its operation — W.T. CLYNES.

AMTRAK's *SUNSET LIMITED* On April 4, 1993, Amtrak launched what is being touted as the nation's first regularly-scheduled transcontinental train. With service now extended east of New Orleans, the tri-weekly *Sunset Limited* provides direct passenger travel between Los Angeles and Miami. A special inaugural run for dignitaries and media departed New Orleans on March 31, heading east on the new route to Miami, where it arrived on April 2 amid live

W.T. CLYNES

HURON & EASTERN GP7 104 (ex-AT&SF 2064) and GP9 102 (ex-B&O 6142) led ex-P&LE GP38-2s 2059 and 2060 east at Akron, Mich., on March 29.

SOUTHERN PACIFIC 2-8-2 786 steamed Austin & Texas Central cars on the *Hill Country Flyer* west through Bertram, Tex., on March 27 (**right**).

J. PARKER LAMB

MORE NEW HAVEN FL9s have been rebuilt "in kind" by Morrison-Knudsen for Connecticut DOT. The second of the four units delivered, 2014, was at New Haven, Connecticut, on March 9 (**below**).

ROBERT A. LaMAY

THE *SUNSET LIMITED* became America's first true transcontinental passenger train when Amtrak extended the Los Angeles-New Orleans service east to Miami on April 4, 1993. An inaugural special which departed New Orleans on March 31 broke through a large cermonial banner at Tallahassee, Florida, on April 1 (**right**). The expanded route of the *Sunset Limited* has also given the East Coast its first real taste of Amtrak's popular double-deck Superliner cars.

KARL ZIMMERMANN

music and Disney characters. Two F40PHs powered the Superliner-equipped train, with open air Amfleet observation car *Beech Grove* bringing up the rear, complete with *Sunset Limited* drumhead. (Incidentally, the new service marks Amtrak's first regular use of Superliners to the East Coast.) The April 4th departure of the first westbound revenue transcontinental *Sunset Limited* saw West Texas & Buffalo Steamship and Railway Company observation car *Dagny Taggart* bringing up the rear. Members of the Miami Chapter NRHS posed alongside Superliner sleeping car *George M. Pullman* with their special banner commemorating the historic moment before Amtrak Train 1 headed west for California.

MORE NEW HAVEN FL9s The New Haven is, indeed, not dead. The first of four more rebuilt FL9s for Connecticut DOT, FL9 2016, arrived in New Haven during February 1993, and 2014 followed in March. The 2024 should arrive shortly, most likely followed by the 2027. Ultimately, twelve FL9s will be running under the ConnDOT banner of McGinnis orange-and-black, with 2022, 2026, 2029 and 2030 being the last group to be completed.

Morrison-Knudsen in Boise is rebuilding the FL9s "in-kind" with EMD 567 engines fitted with 645 power assemblies and a d.c. transmission with Head End Power. A few cosmetic changes are being made on this batch, including the traditional recessed class lights on the nose. ConnDOT began rebuilding select FL9s from the Metro-North fleet in the mid-1980s with units 2002, 2006, 2019 and 2023 which have been "pooled" on various Metro-North and Conn-DOT commuter routes. A total of 60 FL9s (2000-2059) were built between 1956 and 1960 for the New Haven. These were the very last F-units built, and they are unique in that they are equipped with pick-up shoes so that third-rail electricity can power the unit while in the tunnels under Manhattan. They are unusual in that they have a standard "B" truck in the lead and an A-1-A truck trailing; this was for better weight distribution required by some bridges over which they must operate and was the origin of the designation FL9, with the "L" indicating "Lightweight," just as it does in the SDL39 lightweight road switcher (the L does not stand for "eLectric," as has been speculated). While numbered in the same 2000-series, today's FL9s do not carry their as-built New Haven road numbers due to Penn Central, Conrail and Metro-North renumberings. No firm date has been announced on the completion of the FL9 rebuilds, but in the end, there'll be a dozen FL9s in New Haven's famous McGinnis livery. Not bad for the 1990s — BOB LaMAY.

As I opened the door to the offices at the Erie Lackawanna diesel shops in Marion, Ohio, I met the assistant to the master mechanic headed in the other direction. "Come on over to the load box," he said. "We've got a 3600 with a heavy loading problem."

On the EL, "3600s" were the '45s, and as we walked across the shop yard I could see that SDP45 3653 was obviously working very hard on stationary load test. The noise level was unusually high, the turbocharger scream was particularly shrill and heat waves radiated up from the exhaust. A look at the meters and a couple of quick calculations told the story: The 3653 was, indeed, loading too heavy — in fact, several hundred horsepower too heavy!

An SDP45 would typically have to generate about 3905.5 gross horsepower in order to have 3600 h.p. available for traction. The slightly more than 300 h.p. loss included four h.p. to drive the auxiliary generator, 124 h.p. to drive the traction motor blower, 147 h.p. to drive all three cooling fans, 13.5 h.p. for the inertial blower and 17 h.p. for the model WBO air compressor.

Thanks to a combination of several problems, the 3653 was happily roaring along with a gross output of almost 4500 horsepower! That's a lot more than was intended. Some adjustments on the excitation system and the governor got the 3653 back down to where it belonged, but the incident demonstrated how conservative the original ratings on the 645 series engines were and how much potential the 20-cylinder version had for additional power output.

JIM BOYD

THE SD45X DEMONSTRATOR 5740 was working as a test unit on the Illinois Central in 1970 and is seen here at Chicago's Woodcrest Shop. This unit pushed the output of the 20-cylinder 645E3A engine to 4200 h.p. Note the four radiator cooling fans.

PART THREE: The SD45 and beyond **by Preston Cook**

Development of the SD45X

The EMD engineering department was fully aware that there was more potential available from all the 645 engines, and within a year or two after the commercial introduction of the "1966 Line," projects were already underway to evaluate new equipment combinations in a continuing development program. The prototype for the higher horsepower engines of the future was the 645E3A prime mover, which was built in both 16 and 20 cylinder variations.

New turbochargers were needed for both engines, with greater air delivery to match the needs of increased horsepower output. The turbocharger which was developed for the 16 cylinder 645E3A was fairly conventional, not unlike the 16-645E3 (SD40/GP40) turbo in design. However, the turbocharger for the 20-cylinder 645E3A was a much larger machine than used on the 645E3 SD45 engine and included an internal quill drive shaft arrangement which was completely different from all other EMD turbochargers. The quill drive shaft was similar to the device used on EMD non-turbo engines to drive the roots blower and was intended to provide torsional isolation of the turbocharger from the engine gear train.

The higher developed horsepower would also require a completely revised piston wrist pin bearing arrangement, since the silver insert bearing used in the 645E series was near the limit of its capacity. This was solved with a completely new "rocking pin" wrist pin and insert bearing design. Unlike previous wrist pins, which were straight, the new pin had three individual bearing surfaces on two offset centerlines. It literally "rocked" back and forth between the center bearing surface and the two end bearing surfaces as it ran in the engine, opening and closing the oil clearance between the pin and the bearing. This arrangement would ultimately be used in all the higher horsepower EMD engines, including the 645F series and the 710G.

The vehicles which provided the field testing for the 16-cylinder 645E3A engines were the 47 DDA40Xs built for the Union Pacific between 1969 and 1971. In addition to being the largest and most powerful diesel-electric locomotives in the world, the "Centennials" were practical rolling test cells for a wide variety of advanced EMD engine and control projects. In addition to their service in the development and evaluation of high horsepower engine components, they also were the first test applications for the EMD modular electrical control components which would become standard in the Dash-2 series locomotives several years later.

In June 1970, Electro-Motive released the first SD45X locomotive, test unit 5740, equipped with the 20-645E3A engine rated at 4200 horsepower. Like the UP Centennials, the SD45X was fitted with an advanced control system with modular components that were the predecessors of the Dash-2 line.

Editor Jim Boyd recalls that some months before the still-secret SD45X's unveiling he was going through the EMD plant and sighted the four-fan cooling radiator module which obvi-

SD45

EMD'S MUSCLE MACHINE

ously had to be for a new and more powerful 20-cylinder locomotive. His guide hurriedly explained that the component was part of a "new load test box" for the plant. *Suuuuuure* it was. The additional cooling requirement for the 600-h.p. increase of the SD45X over the SD45 dictated the need for a larger cooling module with additional space for longer radiator cores and one more cooling fan.

The HT-C truck

In earlier SD locomotives, the unequal motor nose torques from differently oriented traction motors (two rearward, one forward facing, considering the axle-mounted end of the motor as the back) in the Flexicoil SD truck had caused some motors to "climb out" and others to "dig in" under high tractive effort situations. The SD45X introduced the EMD HT-C truck, in which the three traction motors were all oriented in the same direction. This arrangement resulted in a canceling of the twisting effect of the traction motor nose support torque reaction on the truck frame and consequently provided much better adhesion in critical high-tractive effort operation. The uneven motor arrangement in the earlier Flexicoil had the effect of shifting the weight distribution and adhesion *within the truck* but not between the two trucks, thus the new HT-C worked equally well whether it was running with motors facing forward or rearward, and it was applied to locomotives with the motors facing inboard on both trucks. The HT-C truck used 42-inch wheels (compared to 40-inch on the SD45) and abandoned EMD's traditional equal axle spacing in favor of moving the center axle slightly forward (when viewed as a front truck).

Just seven SD45Xs

The SD45X test unit 5740 (frame number 5740-1, builder's number 34123) left La Grange in mid-1970 in the blue and white livery introduced on SD45 4351. The 5740 was followed almost immediately by the 4201, also in EMD blue and white but equipped to Southern Pacific specs, complete with snowplow pilot and full Gyralite package. In August 1970 EMD turned out three more SD45Xs in SP colors, road numbers 9500-9502, which went directly to SP for testing in revenue service. In February 1971 the 4202 and 4203 left La Grange in EMD colors but, again, equipped with SP options. After extensive testing on numerous railroads, the 4201-4203 went to SP in December 1972 where they became 9503-9505 and were soon repainted gray and scarlet.

The 70'8" dimension between coupler pulling faces for the SD45Xs matches the length of the SDP45, and they carried the same large fuel tank. The six SP SD45Xs operated for a couple of years in the 4200-h.p. configuration but were eventually de-rated to 3600 h.p. for the duration of their working lives. All were retired from SP by 1981.

The test/demonstrator 5740 was retained by EMD for various engineering department projects. A 4200-h.p. "SD55" was offered by EMD in 1972 but was not included in the Dash-2 catalog, and none was ever sold. The 5740 remains today as a test bed at La Grange as a fully functional locomotive with a 16-cylinder engine. It is used primarily as a dynamic brake "sled" in the testing of other units. The SP 9504 lasted into the early 1990s at La Grange, where it was equipped with a 12-cylinder 710 engine before it was scrapped. The underframe of one of the other SP SD45Xs was sent to the FRA test track at Pueblo for use as an equipment platform.

The Dash-2 Line

Electro-Motive introduced its "Dash-2" line of road locomotives in 1972 with a variety of new features intended to improve maintainability and reliability. They featured an all-new electrical cabinet arrangement, which had a centrally mounted rack of modules in place of many of the individual "black box" components of earlier cabinets. These slide-in modules included the voltage regulator, the fault annunciator, all of the principal excitation system components except the SCR and the load regulator, the generator protection modules, IDAC wheelslip control and the dynamic braking regulative and protection modules. These modules not only made the installation process in the plant much more efficient, they also were much more accessible for troubleshooting in the field. Critical test points in the circuits were brought out through the face plate of the module, where they could be read with hand-held meters.

In addition, a motor-operated high voltage transfer switch took the place of the previously used reverser contactors, eliminating a great deal of interconnecting control wiring which had been needed for the separate electrically operated devices. Another motor operated transfer switch took the place of the dynamic brake set-up contactors, with another impressive reduction in control wiring and interlocks. These new switches had a significant reliability advantage over individual electro-magnetic switching devices because in the motor-operated unit all the contact sets were mechanically driven in a gang. Consequently, either all of the contacts closed or none of them did. It eliminated the previous situation of having one device out of several cause a problem by failing to engage and then requiring the electrician to hunt around the electrical cabinet to determine which component was at fault.

Putting the horsepower on the rails as tractive effort was made more certain through the use of the HT-C truck on all the SD units in the Dash-2 line. If the underframe length had been kept the same as the 1966 Line, the overhanging transoms on the HT-C truck which supported the inboard traction motors would have resulted in a slight reduction in usable space for fuel tank capacity under the new locomotives. Because the 4000 gallon fuel tank was extremely popular with SD45 owners, EMD lengthened the underframe from the 65'8" (65'3½" on post-1968 units) between coupler pulling faces of the SD45, to 68'10" in the SD45-2, to keep adequate fuel space available.

In 1976 the HT-C truck became involved in its own controversy after Amtrak SDP40F passenger locomotives equipped with a modified version of the HT-C had become involved in a series of hotly debated derailments. A few of the major railroads operating freight locomotives with the HT-C adopted speed or curvature restrictions as a result of the Amtrak problems, but these were gradually dropped. Conrail was a notable exception, purchasing SD40-2s with the older Flexicoil trucks and imposing a 40 m.p.h. speed limit on their former Erie Lackawanna SD45-2s which remained in effect for many years, even though

the locomotives had operated successfully on the EL at 60 m.p.h. speeds in UPS trailer train service. After all the discussion and investigation, it was concluded that the track was the culprit and there was no identifiable problem with the HT-C truck.

Dynamic braking performance of the SD45-2 was improved by the modular control system. There was better overcurrent protection for the braking grids than had been available in the SD45, and the versatility of the system was increased by control module options which could modify the braking effort characteristics to suit railroad preferences. There was also an option for self-loading the locomotive through the brake grids, which required only throwing a switch in the cab. This saved a great deal of time when troubleshooting, since it virtually eliminated the need to bolt the units up to a stationary load box to evaluate their performance.

Another substantial improvement in the Dash-2 units was the use of mechanically bonded radiator cores in which the tubes and the headers were joined by a mechanical process rather than by solder joints. These were much better performers in a high vibration environment and greatly reduced the incidence of irritating radiator leaks. As a result of the underframe lengthening and the improved radiator core technology, the SD45-2 had a long, flat radiator housing without the characteristic SD45 "flare."

When the Dash-2 series was introduced, an additional circular opening was evident at the top outboard corners of the radiator housing ends, which was often interpreted by the railfan press as an alternate position for the class lights — how someone would climb up the right side, which had no ladder rungs, to change the lens color lever position was not explained. Actually, the opening was there to allow shop personnel to disconnect the radiator outboard top vent lines more conveniently when removing radiator cores.

Production SD45-2s

The Clinchfield, Santa Fe and Seaboard Coast Line all eventually purchased the SD45-2 configured as EMD had planned. However, the Erie Lackawanna was not pleased with the elimination of the SDP45 from the model line and the resultant loss of their favored 5000 gallon fuel tank. To retain enough fuel capacity to make the SD45-2 attractive to the EL, EMD offered a revised fuel tank with "side saddle" extensions that occupied the area under the catwalk edge normally taken up by the main air reservoirs. Displacing the air reservoirs caused a rearrangement of the rear of the locomotive, with the reservoirs and the air compressor aftercoolers being placed under the radiator section, aft of the air compressor. In order to provide adequate cooling for the systems, it was necessary to install a partition between the engine room and the air tank compartment and use louvered doors in the rear carbody. The Conrail SD45-2s in service today are the EL big fuel tank units.

Tunnel cooling problems

High-horsepower EMDs on the Southern Pacific and Denver & Rio Grande had experienced problems operating in tunnels due to the tendency of standard cooling systems to draw in stratified high temperature exhaust air trapped along the roof of the tunnel. Hot exhaust is not a particularly effective cooling medium through radiators, and in the longer tunnels the units would tend to overheat and sound the high temperature alarms. The engineer would usually respond by throttling back, slowing and sometimes even stalling the train.

In an attempt to cure this, the D&RGW SD45s were fitted with a cooling system modification which had been introduced on its GP30s. This water spray "tunnel cooling" system was not visually evident on the locomotive, except for an unusual water fill connection near the rear of the underframe.

Activated by rising coolant temperature, the system used an internal water storage tank, pressurized by the locomotive air system, which fed water to a row of mist spray nozzles under the radiator cores. The evaporation of the sprayed water on the outside of the cores effectively increased the cooling capacity of the radiators for short periods of time. However, it had to be filled each trip, and its usefulness was limited by water tank capacity — although the D&RGW still regularly uses the system today on the locomotives that were equipped with it.

"Tunnel motors"

The Southern Pacific took a completely different approach to the same problem. Due to the length of its runs and accumulated tunnel mileage, the water spray system would not have been effective for SP. Seeking a simpler solution, in 1971 it modified a handful of SD45s with "elephant ear" deflectors over the radiator side intakes to draw air from the sides rather than the tops of the tunnels. The approach worked well enough that the basic concept was applied to the SD45-2 by restructuring the entire rear hood around the radiator section. This was put into production as what became commonly known as the "SD45T-2" — because of government price controls in effect at that time, however, it was considered an SD45-2 with a "tunnel modification" rather than as a new locomotive model.

The Dash-2 tunnel system is very similar to the cooling arrangement on the Alco Century Series. It uses fans on the intake, or "cold" side of the radiators, to draw in air from intakes near the catwalk. The fans push the air through the radiator cores, and the temperature control shutters are on the output or "hot" side of the cores, the opposite of normal EMD practice (and the arrangement on the modified elephant ear SD45s).

In addition to drawing in cooler air from the sides rather than the top of the tunnel, this system offers greater fan efficiency because the air they are handling is colder and more dense than with the standard system. However, there are two significant disadvantages which make this system more expensive and therefore limit its marketability. The first is that the radiator section literally takes up the entire rear of the locomotive, and machinery and piping had to be repositioned in order to keep

KERMIT GEARY, JR.

SOUTHERN PACIFIC had six units like 9001 equipped with "elephant ear" deflectors over the radiator air intakes for better cooling in tunnels. This idea was incorporated into the SD45T-2 "tunnel motors" like the 9210 in Soledad Canyon (**right**) in May 1984.

SD45
EMD'S MUSCLE MACHINE

the water-cooled air compressor inside the warm engine compartment to avoid freeze-ups. The second problem is that cold-side fans can be real radiator eaters in a sand or dust environment. Because they are directly below the radiator cores, sand thrown off at high velocity by the blade tips can erode the radiator fins and tubes, making the tunnel cooling system potentially more expensive to maintain over the life of the locomotive.

For these reasons, the T-2 modifications were sold to only two railroads. The SP ordered the system on its SD45T-2s — which were actually the first Dash-2 series '45s to be built — and also on SD40T-2s. The Rio Grande bought no more '45s but got the tunnel system on several orders of SD40T-2s.

Decline of the '45s

The Dash-2 '45s used the heavily constructed "D-foot A-Frame" crankcase which, although still designated a 20-645E3, was a considerable improvement over the earlier 20-cylinder engines. Considering the advantages offered by this engine improvement, the tremendously successful Dash-2 modular control system, the HT-C trucks and the cooling system changes, it is almost puzzling that the 20-cylinder locomotives declined in popularity so quickly — at the very moment when most of their drawbacks had been successfully addressed.

By 1972, when the SD45-2 was being introduced, the oldest original SD45s were six years old, and most of the SD45s in the field had been through at least one engine overhaul. The two mechanical bugs which plagued the earlier units, the crankcase weld failures and the turbocharger overheat/overspeed problems, had been addressed in the Dash-2s but were still a topic of concern on many of the railroads operating 20-cylinder fleets. To a great extent, the improvements offered by the new SD45-2s were being eclipsed by the higher visibility problems with the older SD45s.

"Gas guzzlers"

But the major factor that hurt the '45s was the price of fuel. The Arab oil embargo and the regional fuel shortages which followed, accompanied by the dramatic increases in fuel prices, slammed the door shut on high horsepower. The quickest way to save costly fuel was to extend schedules and lower train speeds, and this directly influenced the horsepower required. In most applications, the SD40-2 could perform as effectively as the SD45-2. Even such previously dedicated 3600-horsepower customers as the Erie Lackawanna openly admitted that if their new power programs required more six-axle locomotives, they would be 3000 horsepower.

In mid-1975, just a few months short of a decade after it had begun, the era of the 20-cylinder 645 locomotives ended. The final curtain was brought down with the delivery of EMD Order 74696, for SD45T-2s 9371 through 9404, delivered to the Cotton Belt between March and July 1975.

Meanwhile, the SD40-2, which eliminated only four cylinders and 600 horsepower, went on to tremendous sales successes during the middle and late 1970s.

Instant dinosaurs

The sudden and dramatic change in attitudes toward high horsepower locomotives in general, and the EMD 20-cylinder engine in particular, began a volatile period that continues to this day. The railroads which were the most affluent and could afford to engage in widespread early retirement of their SD45s sought more fuel-efficient replacements, which led to a hotly contested fuel economy competition between EMD and GE. As automobiles were downsizing to four-cylinder engines and front wheel drives, the '45s were going the way of their V-8 muscle car equivalents.

Electro-Motive concentrated on products based around its 16-cylinder 645s in the late 1970s and early 1980s. The GP40X test program, which began in 1977, introduced the 645F engine, which featured a redesigned and strengthened crankcase. In the 645F, the crankshaft supporting A-frames were extended through the base rails of the crankcase, which made it possible to weld them to the crankcase structure from both the inside of the oil pan and the inside of the engine's outer air box. The 16-645F3 engine was rated at 3500-h.p. for traction in its earlier versions and was later increased to 3600 h.p.

The development of the EMD "Super Series" wheelslip system made it possible to convert the power output to tractive effort even more efficiently than had been the case with IDAC. Super Series formed the basis for the SD40X

BRUCE KELLY

SD45
EMD'S MUSCLE MACHINE

in September 1979, the prototype SD50 in December 1980 and the production SD50 which entered the market in May 1981.

The 50 series was readily accepted by the major railroads looking for more fuel-efficient power, and as a result, SD45s were frequently bumped from the roster. The gas guzzling SD45s then began to show up on the used locomotive market at very attractive prices and wound up in all sorts of unusual situations, leading to operation of the big muscle machines by a variety of very improbable owners.

The original owners which were on tight budgets sought limited improvements to make their SD45s more fuel efficient, including replacing the engines with 16-cylinder EMDs or engines from other manufacturers. Although a few roads sampled competitive engines, most customers stayed with EMD equipment. In progressing from the 645E to the 645F engines, EMD had achieved fuel consumption reductions of more than 10%. Since the installation of a later model 16-cylinder 645 into an SD45 was a relatively uncomplicated conversion, this option became increasingly popular with the railroads.

Rebuilds and upgrades

Over a span of 25 years, a wide variety of rebuilding, engine replacement and upgrade programs have evolved around the SD45. So many unusual projects have been done that any attempt to list them all would be necessarily incomplete because the process is ongoing — and SD45 variants operating for lease fleets seem to change almost by the hour. Most of the rebuilding has been done by big contractors like Morrison-Knudsen in Boise (MPI Leasing) and VMV Enterprises in the old ICRR Paducah Shops (Pac Rail Leasing) as well as others who do work for lease fleets and individual railroads.

Some owners of SD45s performed extensive rebuilds as a result of wreck repairs or fire damage, which changed the character of the locomotive. Two excellent examples of wreck rebuilds were the Erie Lackawanna SDP45s 3657 and 3667. On November 22, 1973, with eastbound 2/NY100 at Windham, Ohio, they were diverted at high speed into a tight curvature siding as a result of a vandalized switch. Both derailed, landing upside-down. The 3657 was the more extensively damaged, with the cab, main electrical cabinet and virtually all of the long hood essentially destroyed. Trailing unit 3667 lost most of its long hood and much of its machinery, but the cab and main electrical cabinet were only lightly damaged.

Working on the two locomotives as a "buffer" project to take up available shop time, the Hornell diesel shop gradually restored both units. The SDP45 rear carbody was no longer available from EMD, so the shop settled on an SD45-2 rear carbody and radiator section as a replacement. This was not long enough to take up the available space on the platform, so a filler section had to be fabricated between the machinery hood and the radiator section. The 3667 emerged from the shop first, an SDP45 with the visual features of an SD45-2. The heavily damaged lead unit, 3657, was a substantially more challenging project, since nearly all of the cab and hood structure had been wiped out. This locomotive received an SD45-2 cab and complete Dash-2 electrical cabinet, as well as the modified long hood as applied to the 3667. This resulted in a locomotive which was both visually and functionally a close copy of an SD45-2.

SP comes to "GRIPs"

The Dash-2 electrical cabinet upgrade was also applied by the Southern Pacific to many of the SD45s which went through their "GRIP" (General Repair and Improvement Program) upgrades. Although an electrical cabinet replacement was a relatively expensive improvement, it was a highly desirable modification because it eliminated a tremendous amount of wiring and greatly simplified control troubleshooting. Modifications of this sort are generally more attractive to railroads like the SP, in part because of the extremely high operating temperatures encountered in tunnels tend to take a higher toll of the control components and the electrical wiring than is the case on Eastern railroads.

Santa Fe variations

The Santa Fe also undertook a number of modification, engine replacement and upgrade projects involving their SD45 and SD45-2 fleets. Two SD45s (1881 and 1823) were modified in 1983 as cabless boosters 5501 and 5502 to serve as test units for electrical control upgrades. An additional class of SD45-2 cabless booster units was created in 1987. The Santa Fe also modified a twelve-unit group of SD45s (renumbered 5426-5437) by fitting them with 16-645F3 engines rated at 3500 h.p. for traction. Four other SD45s (5496-5499) were fitted with the Sulzer 16-ASV25/30 prime movers by Morrison-Knudsen and electrically upgraded by the Santa Fe's San Bernardino shops. The conversion involved widening the carbody to provide additional clearance adjacent to the new diesel engine. Completed between December 1980 and June 1981, the four units were tested for several years before being stored.

Sulzers for UP

The Union Pacific also had Morrison-Knudsen install the Sulzer 16-ASV25/30 engine in six SD45s, starting with No.34 (ex-3634), which was renumbered 60 on completion in August 1980. Five additional SD45s were converted between August 1980 and January 1982, with the railroad doing the carbody modifications and some of the piping work. These were SD45s 14 which became 61, and 15/62, 13/63, 8/64 and 38/65.

The Sulzer conversions were widely regarded as being less than successful, with the UP units stored by early 1983 and retired late that same year. The Santa Fe Sulzers were out of service by

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SD45S WERE SUBJECT to numerous resales and rebuildings; in Kansas City on July 19, 1986, a C&NW non-dynamic-brake SD45 was teamed up with an ex-Conrail SD45 alongside a Southern Pacific "GRIP" rebuild SD45R. Santa Fe rebuilt SD45 boosters 5501 and 5502 (**below**) were working up Cajon Pass on December 31, 1983. Norfolk & Western cut down ex-EL SDP45 3637 into road slug 9950, which was sold to the new Wheeling & Lake Erie (**opposite bottom**). It was at Rook, Penn., on February 1, 1991.

BRUCE KELLY

December 1983, and all four underwent a "reverse" conversion, being refitted with 20-cylinder EMDs during the first half of 1985.

Cat conversions

In the mid-1980s, Caterpillar introduced its 3600 series diesel engine, an impressive four-stroke cycle, cast-block prime mover displacing 1127 cubic inches per cylinder (compared to EMD's 645 and 710). It is available in six and eight cylinder inline models and twelve and 16 cylinder "V" configuration. The twelve cylinder 3612, rated at 3600 h.p. at 900 r.p.m., was suitable for locomotive service, and a series of conversions developed. The Chicago & North Western re-engined SD45 6547 (ex-Conrail 6224) with a Cat 3612 in February 1986, and this was followed by CSX installing a Cat in ex-SCL SD45 8912 in November 1986. The Burlington Northern put one in SD40-2 6630 in December 1986, and the Santa Fe converted SD45-2 5855 (ex-5625) in July 1981. No widespread commitment developed on any of the railroads to support the Cat engines, and these converted units suffered the same gradual decline to obscurity that had plagued the Sulzers a few years earlier. As the railroads tired of supporting equipment that was markedly "different," the projects were gradually forgotten and the units stored.

Conversions with EMD engines

Engine replacements using EMD 16-645E3 or 16-645F3 diesels became increasingly popular as the '45s aged. Far less difficult than installing a non-EMD prime mover, this generally requires the fabrication of new mounting pads on one end of the engine, extending the air compressor drive shaft and applying longer water and oil pipes between the engine and the accessory rack. The balance of the work is control modifications to accommodate the change in horsepower rating and installation of a small amount of ballast to compensate for the lighter 16-cylinder engine. In addition to the Santa Fe, EMD re-enginings have been done by SP, C&NW, Conrail, CSX and a few other railroads and rebuilding contractors.

Boise kit-bashing

There have been a variety of conversions of '45s into units which are decidedly different from the original locomotive. One excellent example is the conversion by Morrison-Knudsen of SP SD45X 9505 and SD45 8820 into the equivalent of SD40-2s during 1980. These units were fitted with salvaged hood sections from SP DD35 9900, a locomotive which had for many years been a standard fixture on transfer runs in the Los Angeles basin. The two converted results of three parent locomotives were numbered 8301 and 8302 for service on M-K's Wabash Valley Railroad and eventually ended up in the M-K lease fleet.

Morrison-Knudsen has done other fascinating things with '45s. Components from F45s were extensively used in the construction of GP40FH-2 commuter units for New Jersey Transit and F40PHL-2s for Florida's Tri-Rail in Miami.

Many SD45s have disappeared into the "black hole" of rebuildings and conversions, sacrificing their original identity to be cut, welded, combined and reconfigured into new products. EMD, Morrison-Knudsen and VMV have been central in converting SD45s into a new generation of "rebuilt" locomotives, many of which have ended up in Mexico.

Meanwhile, a number of rebuilders and equipment dealers have come up with a seemingly endless string of uses for SD45 engines, auxiliary equipment and components. Rebuilt engines from SD45s power car crushers in Brooklyn, N.Y., and Norwalk, Conn., and produce electricity at generating stations in Massachusetts. The auxiliary equipment racks from '45s have been recycled into a variety of other EMD engine applications, including power generating and the marine industry.

"Slugging" it out

With hundreds of unpowered slugs operating on the railroads and hundreds of SD45s available for conversion, it seemed unlikely that the '45s could escape without the indignity of having

PROBABLY THE MOST UNLIKELY RAILROAD to acquire '45s was the tiny and troubled New York, Susquehanna & Western, which went from a handful of GP18s and RS1s to a fleet of SD45s and two F45s. Here on October 20, 1988, an F45 and SD45 were hustling D&H freight BUME up Belden Hill with another F45-SD45 helper set shoving on the rear. For '45s in color, see page 65.

at least an example or two "slugged." The Norfolk & Western converted ex-Erie Lackawanna SDP45 3637, which had been financed by Dereco, into a slug following the derailment of the unit in the Delaware Water Gap. The resultant class RP-E6 slug was originally numbered 992A and subsequently renumbered 9950.

Big engines, little railroads

Short line and regional railroads also took advantage of the ready availability of these powerful but fuel-hungry locomotives on the used equipment market. Their relatively good condition and almost unrealistically low prices resulted in SD45s showing up in situations which would have seemed improbable only a few years before. When Norfolk Southern cleaned out its fleet of '45s, high-nosed black N&Ws got the gold lettering of the new Wheeling & Lake Erie, a small fleet of Southerns went to Guilford's Springfield Terminal and two more Southerns emerged in screaming yellow for the Tamper Track Renewal System's self-propelled ballast trains. The little Southwestern Railroad in New Mexico ended up with a single ex-Santa Fe SD45 (5316), and regionals like Montana Rail Link and the Wisconsin Central amassed respectable fleets of mixed-heritage '45s (MRL had SD45s from GN, CB&Q, BN and Frisco and ex-Clinchfield SD45-2s, while the WC had SD45s from SP, CB&Q, C&S, NP, BN and Frisco as well as N&W's with chopped noses.

It gets even more interesting when you consider F45s. The GN, BN and Santa Fe were the only railroads to purchase new F45s and operate them with SD45s, but that elite club expanded by two when the Utah Railway replaced borrowed UP SD40-2s in the mid-1980s with ex-SP and BN SD45s and GN F45s from Helm Leasing and the little New York, Susquehanna & Western augmented its Alco fleet with NP and BN SD45s and BN F45s. The Utah '45s were replaced in 1991 by Morrison-Knudsen "SD40Ms" rebuilt from a variety of SD45s and SD40s, and these were in turn replaced in 1992 SD40s of CSX lineage.

The Susquehanna continued to use its SD45 and F45 fleet (with almost all finally repainted from BN green into NYS&W yellow and black) through its operation of the D&H beginning in 1988 (and its acquisition of two dozen Dash 8-40Bs) until CP Rail took over in 1990. The "downsized" NYS&W had stored most of the '45s by 1993 and at last report had one or two SD45s still in active service. Plans are to return most of the SD45s to the lessor and keep the two FP45s, using one as a parts engine to keep the other running.

Probably the most bizarre and colorful F45 odyssey was Burlington Northern 6627, which was sold to Doyle McCormack of Portland, Oregon, in 1987 and painted into a New York Central lightning stripe paint scheme in SP *Daylight* colors. After a couple of years of keeping 4-8-4 4449 company and seeing lease service on the Port of Tillimook Bay, Daylight Locomotive & Machine 743 was sold to Transisco Tours in late 1990 as *Sierra '49er Express* 1001, where it was joined by two other ex-BN F45s (6642 and 6635) for service on a luxury tour train between San Jose and Reno, which lasted less than five months. In mid-1992 the three were sold to the Wisconsin & Southern, where they are in regular freight service today.

Big roads, few '45s

As 1993 unfolds, only the Santa Fe, SP and Rio Grande continue to roster or run remnants of their original fleets of SD45s, and the C&NW has stored most its non-dynamic brake originals while operating some second-hand SD45s. Fleets of the NS, BN, Milwaukee and

SD45
EMD'S MUSCLE MACHINE

UP are gone completely, while CSX and Conrail continue to use a handful of SD45-2s after disposing of their SD45s.

To date, only two SD45s have been preserved in museums, GN *Hustle Muscle* 400 by the GN Historical Society at the Lake Shore museum in Duluth, and Conrail 6072 (EL 3607) at the National Museum of Transport in St. Louis. However, with the number of '45s still on smaller roads and in lease fleets, it is likely that there will be many more interesting resales and variations before we get down to the final survivor in regular service.

Truly a landmark locomotive

The SD45 has secured its place in history as a landmark in locomotive technology. Its introduction was the highlight of the horsepower race of the 1960s, and it established the trend toward locomotive fleet size reduction which continues to this day. Experience with the SD45 provided the driving force for a variety of diesel engine and electrical system improvements which led directly to the current generation of EMD locomotives. With more than a quarter-century of experience with 20-cylinder engines, it would be entirely appropriate if a descendant of the SD45 takes Electro-Motive into the 21st Century.

Back to the future

There was no press release and no open house when the most recent generation of EMD 20-cylinder engines was introduced. You would hardly notice them, but they're out there — generating power in freezing weather up near the Arctic circle or powering a river towboat pushing a long string of barges through the early morning fog on a Mid-western waterway. The 20-cylinder engine is back, this time with 710 cubic inches of swept displacement per cylinder — bigger and more powerful than ever. And now, a couple years after the first 20-710G engines left the La Grange plant, EMD is back with a proposed locomotive which may redefine the horsepower race of the 1990s.

A *Journal of Commerce* report recently revealed that EMD has developed a design for an "SD80MAC," powered by the 20-710G3A prime mover in response to an AAR request for 5000 horsepower locomotive proposals. In addition to the 20-cylinder engine, the key element which makes such a locomotive feasible is the alternating current transmission system, which uses inverters to power a.c. traction motors. These are capable of developing and maintaining much higher levels of adhesion than is possible with d.c. motors, because by regulating the frequency of the incoming power supply the a.c. motors can be forced to operate at a precisely desired rotating speed for the highest adhesion. By doing so, the amount of power which can be turned into usable tractive effort is greatly increased, and consequently a diesel engine having considerably higher horsepower is not only usable but desirable.

With EMD's 3800-h.p. 16-cylinder 710-powered SD60MAC demonstrators already replacing SD40-2s in coal train service on a three-for-five basis, the 5000-h.p. SD80 with a.c. traction motors may up the ante in a mid-1990s horsepower race already begun by the 16-cylinder 4000-h.p. SD70MACs recently ordered by Burlington Northern.

Electro-Motive's competitors have also been targeting this market, intent on developing their own "muscle locomotives" for the 1990s. Morrison-Knudsen has announced their intention to manufacture a line of locomotives using Caterpillar diesel engines, spanning the range from a switcher to a 5000-h.p. six-motor unit. That 5000-h.p. locomotive would presumably have to use the Caterpillar 3616 diesel, an incredibly hefty yellow machine which has been used in the marine/industrial market but may pose some challenges when applied to a locomotive. Its size and weight may require special mounting provisions, like a three-point mounting to keep the crankcase footprint in one plane and a flex coupling generator driveline to make the alignment requirements less critical. It will be fascinating to see how M-K engineers handle the design of the locomotive which will carry the machinery.

General Electric has announced that they are working on an all-new a.c. transmission system which should carry their locomotives into the next century. Although it might appear that the FDL-series diesel engine has reached its horsepower limitations, GE has demonstrated the ability to reach higher with it before, and there is always the possibility of a new prime mover from outside the U.S. being introduced into the market.

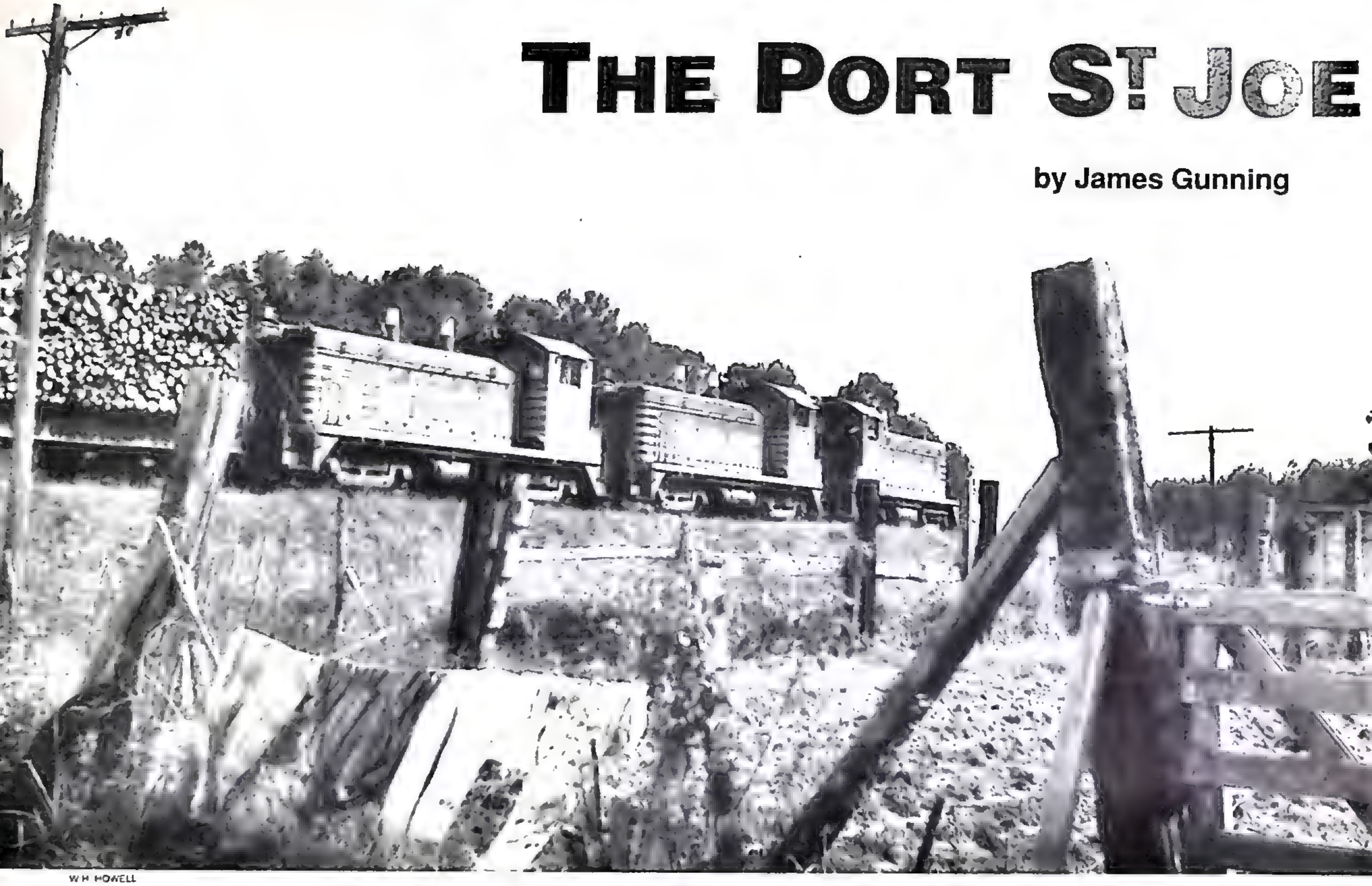
One thing is for certain. With the tractive effort potential of the a.c. transmission systems, the need has been clearly defined for more powerful diesel engines. And right now, EMD's 20-cylinder 710G3A is a proven machine that fills the bill. It's 1966 all over again — only this time EMD has a quarter of a century of experience with 20-cylinder engines under its belt.

Do you suppose the SD80MAC will have flared radiator housings?

TWO PHOTOS BRUCE KELLY

The Port St Joe

by James Gunning



W H HOWELL

Not much in Lowry, Florida. Just a few houses and a sign for "Scooter's Acres" near the Route 65 grade crossing with the Apalachicola Northern. There is a road sign to identify the place, and it's a good thing, since it would be impossible to find Lowry otherwise.

Darned afternoon thunderstorms have been ganging up on me trying to blot out the sun. Won't be much of a shot here if the train doesn't hurry up. The crew said they didn't have any work north of Telogia, so I expect them any time now.

I've been hearing the engines for a while, and the sound is getting louder by the minute, but where is the train? They whistled for the Route 20 crossing in Hosford ten minutes ago. Lowry is only three miles out of Hosford — they should have been here by now.

Finally, a headlight, then the tremendous roar of five EMD 645s in Run 8 bursts around the curve. Train speed is down to a crawl. For non-Alco power, the SW1500s are throwing out a very impressive smoke plume. A steep grade — in Florida? Never would have thought that. It takes another two minutes for the lead locomotive to reach my location. One by one the SWs howl by at walking speed, carbody doors vibrating, sand swirling around their trucks, well into their short-time rating. The noise is deafening. I watch them for a few minutes until the sound fades into the distance. As I turn to leave, 150 cars worth of chip hoppers, pulpwood racks and boxcars are slowly clunking over the grade crossing.

What a performance! I certainly never expected a grade like this on a Florida short line I had assumed was totally flat. A 150-car train isn't much like a typical short line, either. This reminds me more of Sand Patch or Soldier Summit than the Florida panhandle! Lowry Hill extends from Milepost 71 to Milepost 74 and is the ruling grade northbound at 1%. But even this is not the steepest on the AN. Chattahoochee Hill, southbound from Milepost 93 to Milepost 89, is 1.5%.

A main line length train roaring up Lowry Hill isn't the only surprise the Apalachicola Norther (it's pronounced APP-ah-latch-ah-cola) has in store for visitors. The roster is all EMD and quite modern, with only the SW9s built before 1969. However, the paint scheme is the original one designed by the La Grange styling section in 1947 for the first diesels on the AN. How many railroads today are using one of the classic EMD paint designs, let alone the same one delivered on its first diesels?

In addition to the classic paint job, the AN roster includes a rare trio of GP15Ts. This type is not common on class ones and is even more unusual on a short line.

Paper and wood products have been the primary business of the AN for many years. The line is hundreds of miles from the nearest coal mine in one of the last places you would expect to see much coal traffic. Regardless, since 1982 the AN has been operating unit coal trains and is currently hauling 3.2 million tons of coal a year.

The "Panama Route"

During the Nineteenth Century, Apalachicola, Florida, was of much greater importance as a seaport than it is now.

ROUTE

The history and operations of the Apalachicola Northern

There were few roads and very little rail service available in the Florida panhandle. Water transportation on the rivers and along the Gulf of Mexico was the only easy means of travel in the region. Although "Peoples Line" (Plant System) steamboat service on the Apalachicola River was available as far inland as Bainbridge, Georgia, it wasn't always reliable due to seasonally changing water levels.

The Apalachicola Northern was conceived as part of a transportation system linking Atlanta and the southeast United States with shipping via the Panama Canal to ports worldwide. As evidence of this plan, early photos of AN 4-4-0s 101 and 102 show their tenders emblazoned with large "PANAMA ROUTE" lettering. The railroad's backers advertised that shipping through Apalachicola would save hundreds of miles and many hours of transit time over any other Southeast port. The AN would provide reliable year-around rail service unaffected by the weather changes that interrupted riverboat traffic. Secondary to this were any extensions the stockholders desired to build, plus owning and operating floating equipment.

Tapping the abundant forest resources which are a primary source of revenue for the present day AN was a major factor in locating and building the railroad. Surveys done prior to construction estimated the area 15 miles on either side of the projected route of the AN to contain between four and five billion board feet of marketable yellow pine.

The Apalachicola Northern was incorporated to build a railroad from Apalachicola to River Junction, (Chattahoochee) Florida. A charter was issued by the State of Florida on April 7, 1903, with initial authorized capital of $500,000.

Construction began at River Junction on March 21, 1905. The first 30 miles of track construction were comparatively easy with the roadbed on soil that provided good stability and drainage. Unfortunately, the next 49.5 miles were another story. The easy terrain gave way to swampland, making construction much more difficult. The biggest hurdle was crossing the Apalachicola River and its surrounding swamp. Nearly five miles of trestle were required to bridge the swamp. Today, a total of 17,350 feet of bridges and trestlework still remain. The cost of conquering the Apalachicola swamp helped put the AN into receivership even before construction was finished.

Portions of the line were built by the Morey Construction Company and the remainder by the railroad's own crews. Track reached Apalachicola on April 30, 1907. The first train to arrive that day was a work extra powered by No.101, a Baldwin 4-4-0, with engineer George Johnson at the throttle and C.C. Williams, conductor. The AN wasted no time in establishing service. Later the same day, a second train arrived with the first passengers. Another 4-4-0, No.102, with engineer F. Campbell and conductor Thomas McPhaul in charge, pulled the first revenue move.

Connections were made at River Junction with the Louisville & Nashville, Atlantic Coast Line and Seaboard Air Line Railroads and at Apalachicola with the Coastwise Steamboat Lines.

As sawmills and turpentine stills were established a

long the right-of-way, the AN began hauling some of the forest products (lumber and naval stores) that would be so important in later years. Other traffic was generated by oyster, shrimp and fish canneries in Apalachicola.

The Port St. Joe Extension

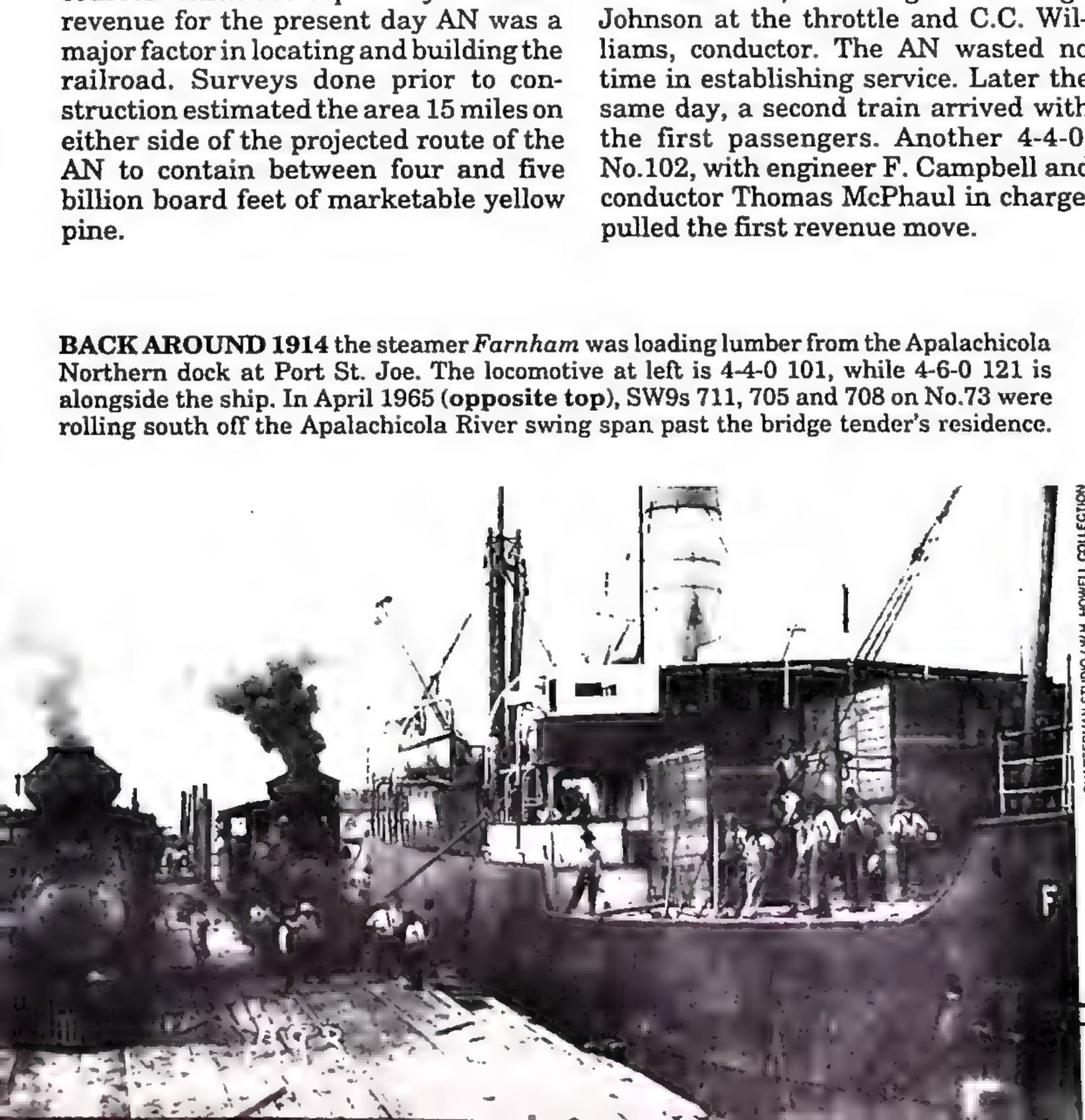
Even before the AN reached Apalachicola in 1907, the stockholders found that due to the shallow depth of Apalachicola Bay (eight feet), the Port of Apalachicola was not able to accommodate many of the larger ocean-going ships then coming into use. With the scheduled completion of the Panama Canal just a few years away, the stockholders realized they needed a deepwater port to compete in the market for the Panama Canal traffic.

The logical place to look was Port St. Joe. With the deepest natural harbor on the Gulf of Mexico (35 feet), Port St. Joe was well suited to the intentions of the AN's founders. Captain Fred Maddox of Apalachicola was hired to make depth soundings in St. Joseph Bay to locate 20 feet of water at the closest point to shore. The plan was to build a long dock extending out into deep water. Trackage on the dock would allow trains to run out to where the ships were tied up, thus allowing direct transfer of passengers and freight between trains and ships. Ships tied up for loading would use their deck cranes to move the lumber and other goods directly from the railroad cars into their holds. A subsidiary of the AN, the St. Joe Dock & Terminal Co., was formed to operate the dock and terminal trackage.

With its construction started in 1909, the dock at Port St. Joe was ready for the first trains in 1910. Reaching out into St. Joseph Bay for almost a half mile, the dock had three loading tracks at the outer end. Located just south of the present paper mill, the dock fell into disuse during the Depression years. Most of it was removed in 1937 during construction of the mill. Over the years, the few remaining pilings have been removed, and today no trace of the dock remains.

Grading began on the extension from Franklin (three miles north of Apalach-

BACK AROUND 1914 the steamer *Farnham* was loading lumber from the Apalachicola Northern dock at Port St. Joe. The locomotive at left is 4-4-0 101, while 4-6-0 121 is alongside the ship. In April 1965 (**opposite top**), SW9s 711, 705 and 708 on No.73 were rolling south off the Apalachicola River swing span past the bridge tender's residence.



QUARTERMAN STUDIO / W H HOWELL COLLECTION

Apalachicola Northern Steam Roster

Number	Type	Builder	Date	C/N	Cyls.	Drs.	Notes
100	4-4-0	Baldwin	3/1910	34387	17x24	62"	Bought new. ACL wrecked 100 and replaced it with 104.
101	4-4-0	Baldwin	8/1883	6905	17x24	63"	Ex-Northern Pacific 293; 730 to AN in 1903
102	4-4-0	Baldwin	9/1883	6968	17x24	63"	Ex-Northern Pacific 336; 738 to AN in 1903
103	4-4-0	Rhode Is	1890	2269	18x24	68"	Ex-GS&F 115 Bought from GC&LC in 1912. Retired in 1927
104	4-4-0	Baldwin	8/1887	8737	18x24	56"*	Wilmington, Columbia & Augusta 54; ACLRR of SC 508; ACL 17 Class F. To AN 06/1933 to replace AN 100. Sold 12/1942 St. Joe Lumber & Export Co. 104.
120	2-6-0	Baldwin	3/1890	10726	19x24	56"	CNO&TP 34; 534 NO&NE 247 Bought from GC&LC 1907
2nd 120	4-6-0	Rhode Is	12/1889	2260	18x24	55"	Ex-GS&F 127, purchased from GC&LC 4/7/1911
121	4-6-0	Rome	1887	313	18x24	57"	Ex-NYC&HR 2162, purchased from SI&E Co. 3/18/1909
122	4-6-0	Baldwin	12/1899	17257	18x26	67"	WNY&Pa 134; PRR 6270; AN 122 in 10/1907; to SI&E in 1909. Sold to Blue Ridge Ry 6 10/1911.
2nd 122	4-6-0	Rhode Is	1890	2361	18x24	55"	Ex-GS&F 131, purchased in 1912. Retired 12/1928
123	4-6-0	Rhode Is	1889	2261	18x24	56"	Ex GS&F 128, purchased from GC&LC in 4/1911
150	4-6-0	Richmond	6/1927	67392			Bought new. Scrapped 1954
151	4-6-0	Baldwin	2/1909	33225	19x26	50"	G&F 50; 205. To AN 10/1937. Scrapped 8/1942
200	2-8-0	Cooke	6/1922	63283	18x24	44"	Bought new. Sold 1954 to American Loco & Car Co.
201	2-8-0	Cooke	6/1922	63284	18x24	44"	Bought new. Sold 1954 to American Loco & Car Co.
204	4-6-0	Baldwin	2/1901	18787	19x26	62"	RF&P 37; G&F 204. Fell through trestle. Scrapped 1936.
300	4-6-2	Schenec.	1/1914	53904	22x26	62"**	FEC 115, AB&C 78. Scrapped 1954
301	4-6-2	Schenec.	8/1913	53891	22x26	62"**	FEC 111, AB&C 76. Scrapped 1954
302	4-6-2	Schenec.	1/1914	53912	22x26	62"**	FEC 123, AB&C 85. Wrecked July 1942 and scrapped.
510	4-6-2	Richmond	7/1922	61771	22x26	68"	FEC 150. Sold 1954 to Mexico.
515	4-6-2	Richmond	7/1922	63264	22x26	68"	FEC 155. Sold 1954 to Mexico.

*Original drivers were 63" as delivered to AN by ACL. Changed to 56" by AN
**Original drivers were 68" as delivered to AB&C. Changed to 62" by AB&C

GC&LC — Georgia Car & Locomotive Company
SI&E — Southern Iron & Equipment Company

icola) to Port St. Joe while the line from River Junction to Apalachicola was still under construction. The 19.8 miles of track was completed by December 25, 1909. First passenger trains on the extension were a series of excursions on April 30, 1910.

Initial passenger traffic to Port St. Joe was branch line service with Apalachicola still considered the main terminus of the line. The 1910 schedule shows one round trip from Apalachicola to Port St. Joe and two round trips from Apalachicola to River Junction each day.

The railroad was quick to promote the white sand beaches, good fishing and clear waters of the Gulf to the tourist trade. On Sundays and holidays, excursion trains were operated from River Junction to Port St. Joe and return, bringing tourists to the beaches. Many tourists stayed at the "Port Inn," built by the AN to provide overnight accommodations in Port St. Joe.

Construction of the extension put the local economy into high gear. Within a few years, the population of Port St. Joe grew from one family to over 2000 souls. Surrounded by a virgin pine forest starting at the edge of town and extending in several directions for 50 miles, the area around Port St. Joe became the site of intensive logging. Using a fleet of cabbage-stacked woodburners, the Parkwood Lumber Company, Calhoun Lumber Company and others spent the next 20 years hauling lumber to the mills in Port St. Joe. The AN hauled some of the lumber out over the railroad, but much of it went to the dock to be loaded onto ships.

A thriving business started using fish from the Gulf of Mexico, mainly menhaden (pogie), to produce fish oil and fertilizer. Solid blocks of ten or eleven tank cars of "pogie" oil in a train were not unusual. The Southern Menhaden Fish Company and its successors operated in Port St. Joe from 1919 until 1938.

The decline of Apalachicola as a port continued to accelerate with the coming of better roads and the increasing importance of Port St. Joe as an industrial center and port. By 1918 all passenger trains were running through to Port St. Joe, wyeing at Franklin for the trip up the "branch" to Apalachicola. In 1922 the Georgia, Florida & Alabama Company, then operating a freight and passenger boat service between Corrabelle and Apalachicola, received permission from the Interstate Commerce Commission to discontinue its daily round trips between these terminals.

Nevertheless, rail service to Apalachicola continued until March 8, 1960, when the AN petitioned the ICC for permission to abandon the three-mile branch between Franklin and Apalachicola. The request was granted on July 21, 1960, effective 30 days later. All that remains of this piece of the original AN main line is a short stub at the Franklin end, used to store work equipment.

Receivership and the Depression

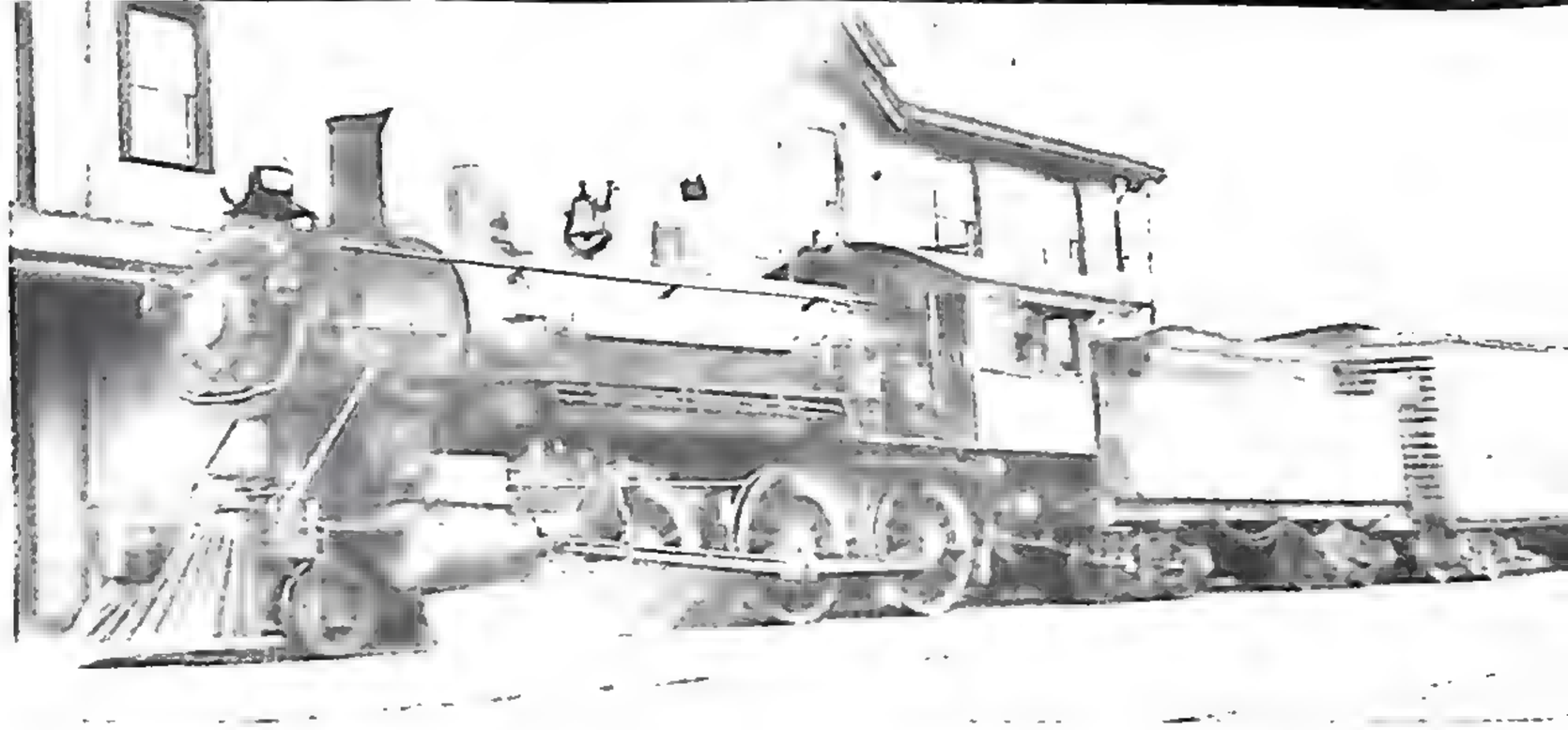
From its beginning in 1907 until 1937, the fortunes of the AN were anything but spectacular. By the time construction was finished, the AN was in receivership with the first period ending in October 1908. A second period of receivership began in May 1914 and lasted until February 1916.

By the early 1930s the lumber around Port St. Joe was cut out. The dock, damaged in a storm, was unused and rotting. The Depression had put most in-

PORT ST. JOE ROUTE

dustries of the boom years out of business, and the 800 people remaining in Port St. Joe were mainly dependent on fishing for a living. There was precious little business left for the AN.

In 1932 the operating ratio was 136.10, so it was back into receivership for a third time. Things were so bad at one point the receiver recommended to the Federal Court that the railroad be sold for $60,000 — for junk. Fortunately, the court didn't take the advice, and the AN's third go at receivership ended in December 1936.



TEN-WHEELER 204, shown in front of the ACL depot at River Junction around 1927, fell through a trestle in the Apalachicola swamp while on passenger train No.1 in 1936; since the railroad could not remove the stricken locomotive intact, it was scrapped on the spot. Ten-Wheeler 150 had eleven "pogie oil" tank cars (**below**) from the menhaden plant in Port St. Joe on the head end of its train on the curve at Franklin Wye in 1927.

St. Joe Paper Company

In the 1920s Alfred I. duPont and his brother-in-law Edward Ball began acquiring land and the other interests that make up the holdings of the St. Joe Paper Company today. Mr. duPont was interested in using the native southern trees to produce paper, and for this purpose he began acquiring enormous tracts of timber in the Florida panhandle area. By the late 1920s, a method of making paper from the types of pine trees in southern forests had been perfected. Plans were under way to produce paper from the forest land owned by duPont.

In a single transaction in 1933, Edward Ball purchased for duPont: 240,000 acres of timber, a sawmill, the entire town of Port St. Joe and five local companies, among them the Apalachicola Northern and its subsidiary, St. Joe Telephone & Telegraph Company.

By this time, the AN was barely struggling along, running one daily mixed train each way. The physical plant and rolling stock were in very poor shape. Among the five locomotives the AN owned, No.104 was a Baldwin 4-4-0 built in 1887! (The Atlantic Coast Line had wrecked AN No.100, another Baldwin 4-4-0 built in 1910, along with the AN mail car and a coach on the passenger run between River Junction and Climax. In settlement, the ACL gave the AN No.104, another express and mail car and a "Jim Crow" coach with a smoker section in the center. The ACL engine had been reboilered, but it was necessary for the AN to replace the drivers. In addition, No.104 was 23 years older than the engine it replaced. It looks like the AN got the short end of the deal.)

The telephone company owned twelve phones, all used by the AN. The condition of this system is best described in a quote by Ed Ball, "Every time a wet razorback hog leaned against one of the poles, the line went out temporarily."

Alfred duPont died in 1935. Edward Ball, as a trustee of the duPont estate, formed St. Joe Paper in 1936 and went ahead with plans to build a paper manufacturing plant on the waterfront in Port St. Joe. In collaboration with Mead Paper, construction of the mill began in early 1937. The first run of paper was produced March 17, 1938. From that day, the AN's primary business was to move raw materials and finished products for the mill at Port St. Joe. A rebuilding and improvement program was started on the AN, and the railroad began making a steady profit for the first time in its history.

Construction of the mill started a second period of prosperity for Port St. Joe. The town was completely rebuilt and greatly expanded. Other industries moved in to support the mill and take advantage of the improvements to the AN.

St. Joe Lumber & Export Company was formed to harvest the pine, hardwood and tidewater cypress in the swamps surrounding the Apalachicola River and Lake Wimico. Their single-band mill opened on January 16, 1939. This operation grew to 30 miles of track and six locomotives. St. Joe Lumber & Export No.11, a Baldwin 2-6-2, was donated to the city in 1955 and is on display at the Constitution Convention State Museum in Port St. Joe.

The years during World War II were very busy for the AN. Traffic from the mill at Port St. Joe plus troop trains moving to the amphibious training base at Camp Gordon-Johnson near Lanark kept the AN humming. Closest point on the AN to Lanark was Apalachicola, so all the troop trains ran down the branch. The track ran down the middle of Water Street, and the troops unloaded into trucks right in the street.

Most of the troop trains were long

TWO PHOTOS, W.H. HOWELL COLLECTION

Apalachicola Northern Gas Electrics and Rail Cars

Number	Builder	Date Built	Builder No.	Notes
77	?	?	?	Automobile fitted to run on rails.
99	Cadillac	?	?	Seven-passenger touring car.
24	EMC Corp. (Osgood-Bradley)	1/1927	8973	Ex-Lehigh Valley No. 24. To AN 1/1938. Scrapped 1954
T-76	Osgood-Bradley	1/1927	8974	Ex-Lehigh Valley T-76
75	General Electric	12/1911	3721	Ex Delaware & Hudson No. 2000, then Clinchfield No. 75. To AN in 1942 Scrapped 12/1948

Roster compiled by author from AN files
and the books "The Short Line Doodlebug" and "The Lives of St. Joseph"

BELOW W.H HOWELL COLLECTION / OPPOSITE TWO KODACHROMES, JAMES GUNNING

EMC DOODLEBUG NO.24, built in 1927 by Osgood-Bradley and powered by two 220-h.p. Winton gas engines, was purchased from the Lehigh Valley in 1938 along with baggage and express trailer T-76. They are shown in 1938 leaving Port St. Joe on No.2.

enough that even with doubleheaded locomotives it was necessary to double Chattahoochee Hill. When this occurred, a few soldiers invariably got off the sections of the train to amuse themselves while waiting for the return of the locomotives. Getting everyone back on the train caused some lengthy delays and made a mess of the schedule. After this happened a few times, when a troop train was scheduled, a pusher was stationed at River Junction to boost the train over Chattahoochee Hill in one piece.

Florida East Coast connection

Today, the Florida East Coast Railroad is part of the St. Joe Paper holdings. Although St. Joe Paper didn't gain control of the FEC until 1961, there were several sales of equipment between the FEC and AN before this time.

When Edward Ball purchased the Apalachicola Northern in 1933, the entire railroad was laid with the original 60-pound rail, rolled in 1905. Beginning in 1941, this light rail was replaced with 90-pound rail salvaged from the abandoned Key West Extension of the Florida East Coast.

The AN was also the recipient of a number of second-hand FEC locomotives. Five of the trademark FEC Alco Pacifics that migrated to so many Southeastern railroads found their way to the AN. Numbers 300 (FEC 115), 301 (FEC 111) and 302 (FEC 123) came by way of the Atlanta Birmingham & Coast. Numbers 510 (FEC 150) and 515 (FEC 155) come directly from the FEC.

A more modern connection of the Apalachicola Northern to the FEC is the use of concrete ties. Except for bridges, some sidings and a few places on curves, all AN track is now laid using concrete ties produced by a subsidiary of the FEC.

Passenger service

After the early boom years, passenger service on the AN settled down to one daily train each way between Climax, Georgia, and Port St. Joe. The section from Climax to River Junction was on trackage rights over the Atlantic Coast Line branch connecting with the Montgomery-Waycross main line at Climax. The 1938 AN timetable shows southbound No.1 leaving River Junction at 6:40 a.m. and arriving in Port St. Joe at 10:20 a.m. Northbound No.2 left Port St. Joe at 7:10 p.m. and arrived in River Junction at 11:00 p.m. In addition, freights 72 and 73 were operated as mixed trains. Including flagstops, there were 20 passenger stops between Port St. Joe and River Junction.

An interesting note contained in the 1938 timetable reveals the AN was serious about getting quickly to market the oysters harvested in Apalachicola Bay. Special Instruction No.15 regarding the "Oyster Express Car" states: "During the oyster season, any engine switching in Apalachicola yard must always leave express car on track 3 so No.2 can pick up without handling other cars."

Doodlebugs

One of the major improvements instituted after St. Joe Paper gained control of the AN was to purchase a gas-electric car and trailer for the passenger runs. The existing steam-hauled passenger equipment was expensive to operate, old and worn out and generated numerous complaints from the AN's customers.

The gas car and trailer were built by the Electro-Motive Corporation for the Lehigh Valley in 1927 as their Nos.24 and T-76 respectively (actually, all EMC did was design and sell the car; it had an Osgood-Bradley carbody, Winton engines and electrical gear by General Electric). Retaining its original number on the AN, the 24 weighed over 63 tons and was quite powerful, capable of producing a tractive effort of 25,000 lbs. There were accommodations for 54 passengers were in No.24, with the T-76 containing only an express and baggage

PORT ST. JOE ROUTE

IN THE WARM LIGHT of an evening in June 1984, coal train No.82 was northbound at Sumatra (**above**) with three GP15Ts and three SW1500s. Six miles earlier they had crossed Fort Gadsden Creek (**below**) on a timber trestle easily visible from the parallel Route 65 highway bridge. With departures of both AN road jobs in late afternoon, summer is the best time to photograph the action.

TWO KODACHROMES JAMES GUNNING

THE ENGINE TERMINAL at Port St. Joe is home to the Apalachicola Northern fleet. On November 17, 1984, the road's oldest remaining unit, SW9 709, posed as a road set moved out behind the GP15T 720. Meanwhile, the other road set (**below**) idled nearby.

section plus a Railway Post Office. The car and trailer arrived painted in Pullman green with gold lettering. After a few years this was changed to silver with black lettering, and the equipment wore the silver paint until retirement.

Number 24 entered service with the AN on February 2, 1938, powered by two Winton model 106-A gasoline engines. The gas engines lasted only four years. Rationing caused by World War II made gasoline more difficult to obtain and much more expensive than diesel fuel. In 1942 the Port St. Joe shops re-engined No.24 with two diesels from the former duPont yacht. This must have been quite an engineering exercise, since the gas engines had been mounted transversely in the car, and the diesels were mounted lengthwise.

Another gas-electric, No. 75, was purchased from the Clinchfield in 1942. This car was a GE type CRE 70-B-8. Number 75 suffered a fatal engine failure on its first trip to Chattahoochee and was used only as a trailer after that.

In October 1950 the AN petitioned the ICC to discontinue passenger service. The equipment was worn out, and by this time few people used it. There was little opposition to the train-off petition, and permission to discontinue service was granted effective February 1, 1951. As a condition for ending passenger service, the AN had to buy a truck and continue providing express service.

Steam power

Variety and change were the most notable aspects of the AN steam roster. The AN owned 21 different locomotives of five different wheel arrangements in the space of just 44 years. Most of these

were second hand, but the AN did buy new from the builders: Baldwin 4-4-0 No.100, Richmond 4-6-0 No.150, and 200 and 201, an identical pair of Alco/Cooke 2-8-0s.

In the early years, the AN burned what it hauled, and all of its locomotives were wood burners until 1924. Photos from those years show the AN locomotives fitted with a variety of balloon and diamond stacks. Coal was burned from 1924 until 1940, after which cheap bunker C oil was available right at the mill in Port St. Joe. The 510 and 515, two of the ex-FEC Pacifics, arrived as oil burners, so the Port St. Joe shops decided to convert the remaining roster to burn oil. (The AN did a creative renumbering job on the 510 and 515. They had arrived as 150 and 155. The FEC used cab-mounted raised metal plates to number their locomotives, and the AN shops simply swapped the first two numbers on the plates to arrive at 510 and 515.)

From the late 1920s until after World War II, many AN locomotives carried long pointed pilots made of strap iron latticework fitted closely to the rails. While the AN presently runs through a nearly unbroken forest, in those days the area was mostly cutover forest land. It was open range with a large number of free roaming cattle grazing on it. The right-of-way was unfenced, and it wasn't unusual to hit several cows on a trip to Chattahoochee. The impressive pilots were an effort to deflect the errant bovines, keeping them from getting under the front of a locomotive and causing a derailment.

The diesels arrive

An early convert to diesel power, the AN dieselized on October 24, 1947. Four NW2s, Numbers 701-704, were purchased new from EMD. At the time, the AN had seven steam locomotives on the property. Other than occasional backup power and hauling the now-frequently-ailing doodlebug on the passenger runs, steam was effectively ended on the AN.

In the early fifties, increasing traffic and the desire for more diesels to end the need to retain any steam power resulted in the acquisition of seven SW9s, Numbers 705-711. In November 1953 the 710 and 711 were the last delivered.

The AN didn't seem in any hurry to dispose of its remaining steam locomotives, and most of them sat around Port St. Joe until 1954, when the 510 and 515 were sold to Mexico. The Cooke 2-8-0s 200 and 201 were sold to American Loco & Car in Atlanta, and the 150, 300 and 301 were scrapped at Port St. Joe.

By the late sixties, the four NW2s had been in service for over 20 years, and the older SW9s over 15. The AN felt it needed newer, more powerful locomotives and took delivery of four new SW1500s, Numbers 712-715, in May 1969. The following year in September and October 1970, the AN acquired four more SW1500s, Numbers 716-719.

The NW2s and the four oldest SW9s were put up for sale. SW9 707 went to George Silcott Railway Equipment in September 1970, and the 705, 706 and 708 followed before the end of the year. The Clinchfield bought all four NW2s in November 1970.

In the days before the SW1500s arrived, most trains rated three SW9s or NW2s. In November 1963, a record 180-car train departed Port St. Joe behind the 708, 707 and 702. With the higher tonnage cars in use today, the unit coal trains are normally assigned five units, and the freight trains have three to five units depending on train weight.

Unit coal trains

The Apalachicola Northern is an important link in a rather unusual chain of transportation that moves coal from Kentucky and Illinois to a Seminole Electric Cooperative generating plant at Palatka, Florida. Two MAPCO mines, one in Dotiki, Kentucky, and another in Carmi, Illinois, load the coal into Ortner 100-ton rapid discharge hoppers owned by Seminole Power. CSX hauls the coal from the mines to a transloading facility on the Ohio River at Mt. Vernon, Indiana. There, the coal is loaded into 3150-ton capacity barges for the seven or eight day trip down the Ohio and Mississippi Rivers to New Orleans. It takes another three and one half days to move from New Orleans through the Intracoastal Waterway to Port St. Joe. The coal is transloaded from the barges into another set of Ortner or Thrall 100-ton hoppers in Port St. Joe. Then the AN hauls it in 94-car unit trains to Chattahoochee for interchange back to CSX. Now on its final leg, the coal travels over CSX from Chattahoochee to Palatka.

At Seminole's Palatka plant, an indexer moves the train after each car is dumped. The locomotives remain on the train, and as soon as the five hour unloading procedure is complete, CSX returns the empties to the AN.

On the surface, this complicated system with its short rail hauls, longer and slower barge trip and two transloadings, would not appear to be cost effective, particularly when compared with one loading and a shorter and much quicker rail haul by a single carrier. However, the Seminole co-op is gambling otherwise. Seminole figures the Palatka plant will have a 30-year life expectancy. The barge company agreed to hold their rates constant for a long period which Family Lines (when the contract was negotiated) would not agree to. The AN also has a long term contract, so the only part of the haul subject to a changing tariff is the short CSX segment on each end.

Seminole's reasoning is that even if the rail-barge-rail system is more expensive in the beginning, the rise in rates on the all-rail haul over time will make the present arrangement with its guaranteed rate more cost effective in the long run. The Apalachicola Northern was only too happy to be a partici-

Apalachicola Northern Diesel Roster

Number	Builder	Model	Date Built	Builder No.	Notes
701-704	EMD	NW2	9/1947	4912-13, 5139, 5309	Bought new. Sold 11/70 to Clinchfield RR
705-708	EMD	SW9	3-12/1952	16640-41, 16950-51	Bought new. Sold 9/70 to George Silcott Rwy Equipment
709	EMD	SW9	12/1952	16952	Bought new
710-711	EMD	SW9	11/1953	18869-18870	Bought new
712-715	EMD	SW1500	5/1969	34972-34975	Bought new
716-719	EMD	SW1500	8-9/1970	36487-36490	Bought new
720-722	EMD	GP15T	4/1983	827039-1–827039-3	Bought new

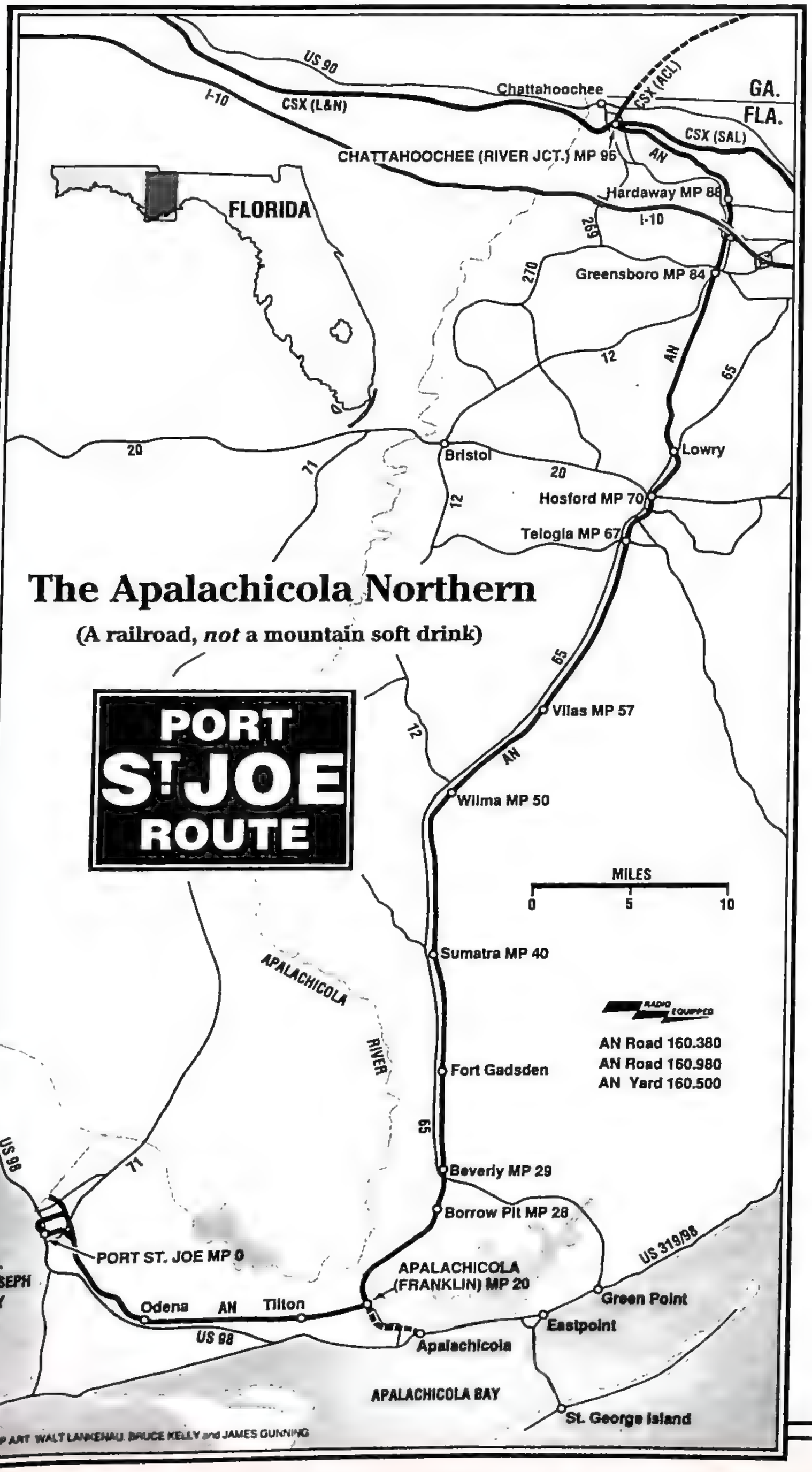
Roster compiled by author from information supplied by the Apalachicola Northern.

PORT ST. JOE ROUTE

pant and has benefitted handsomely from its part of the arrangement.

In 1983 the increasing unit coal train business resulted in the addition of three GP15Ts to the AN roster. The Geeps were delivered in a striking new paint scheme of bright yellow with dark blue lettering and stripes, done in the same design as the SW1500s. Along with boxcars and chip hoppers in the same colors, this was an attempt to increase the visibility of the mostly nocturnal trains on the AN.

The merciless Florida sun and salt air at Port St. Joe has not been kind to the yellow paint on the GP15Ts, and it has weathered badly. They are scheduled to be repainted as time permits into the same blue and white scheme worn by the SW9s and SW1500s.



Present operations

The AN is currently running two main line trains from Port St. Joe to Chattahoochee and back each day except Sunday. Number 82, the northbound unit coal train, runs daily, while the freight train, No.72, runs daily except Sunday. Interestingly, clearance cards and Form 19 train orders are still used to dispatch the trains.

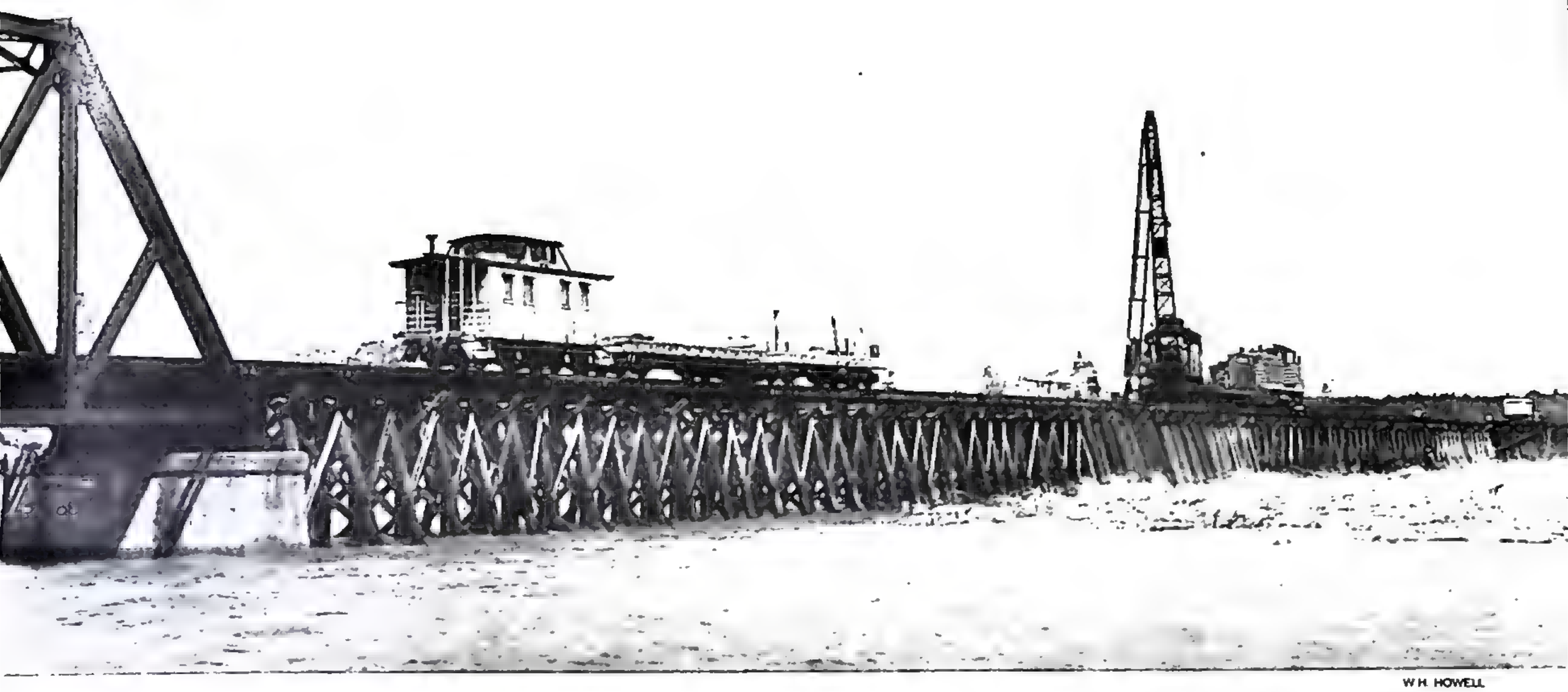
Number 82's train is normally a 94-car block of loaded SEMX 100-ton hoppers. Number 72's consist is more varied, with boxcars of finished paper from the mill, outbound empty chip hoppers, pulpwood cars and tank cars from the chemical plants in Port St. Joe, plus any traffic that may have come through the port.

The unit coal train becomes No.83 for the southbound run, and the freight train No.73. Number 83 is another 94-car block of SEMX hoppers, empty this time. Number 73 roughly reverses the loads/empties from the northbound trip. The boxcars are now empty, going to the mill to haul out finished paper, and the inbound chip hoppers, pulp racks and tank cars are now loaded with the raw materials to keep the mill operating. Each crew makes the round trip to Chattahoochee in ten or eleven hours, arriving back in Port St. Joe around 2:00 to 3:00 a.m.

In Port St. Joe there is a switcher operating 24 hours a day, with a second switcher on duty from 7:00 a.m. to 3:00 p.m. These jobs are the province of the SW9s.

Although they were often run together "elephant style" when new, the GP15Ts are now usually intermixed with the SW1500s. The crews prefer the Geeps in the lead since they are much quieter and ride better than the SWs. Often a loco consist will have one on each end. To ensure the cabs are comfortable during the hot Florida summers, all the locomotives except the SW9s have an air conditioner built into the cab roof.

Over half of the AN is still laid with the 90-pound ex-FEC rail. In 1957, work began on relaying certain sections with 132-pound rail. Today, 115-pound rail in 60-foot lengths is gradually replacing the remaining 90-pound. Track is maintained to FRA Class 3 standards. The speed limit for loaded coal trains is 30 miles an hour. Empty coal trains are allowed 40, as are the freights. Trains are limited to ten m.p.h. on the curve at Franklin, six m.p.h. across the Apalachicola River swing bridge and 15 m.p.h. on the trestles in the swamp north of the river to Milepost 28.



W.H. HOWELL

A STEAM PILE DRIVER was renewing pilings on the approach trestle to the Apalachicola River swing bridge in March 1965. That handsome wooden caboose is long gone.

Cabooses

The AN had an interesting collection of wooden cabooses which in the later years were painted in the same blue and white scheme as the diesels. The last of these was retired in the mid-1960s, and three ex-Western Maryland steel cabooses (former nos. 1848, 1854 and 1866) were substituted. The WM hacks were out of service by the early 1980s. All three are now off the property, with two having been sold to private individuals and one put on display in Blountstown, Florida. Like most railroads today, the AN now uses FRED devices as end of train markers.

Railfanning the AN

The AN's main line runs generally north and south through the Florida panhandle, passing about 30 miles west of Tallahassee. Located on the Gulf Coast, 40 miles southeast of Panama City, Port St. Joe is the starting point for all trains. The railroad offices, shops and engine facilities are all located there. Motels and restaurants are available in Port St. Joe, although the number of motel rooms is limited. Accommodations and food are also available 20 miles east in Apalachicola.

With the AN running seven days a week, the trains should be easy to catch, right? Not always. The problem lies with the departure schedule. Northbound coal train 82 is called for 4:45 p.m., Eastern Time. Northbound freight 72 is called for 5:30 p.m. The switching crews in Port St. Joe make up the trains complete with locomotives, so the road crews just hop on board and are out of town shortly after the required brake test. Even with this quick getaway, in the summer months during Daylight Saving Time, the trains will cover only the southern two-thirds of the line in daylight. During the winter months, darkness is falling as they depart Port St. Joe.

Coal train 82 departs first and runs straight to Chattahoochee. Freight 72 leaves about 45 minutes later and may switch Timber Industry Resources in Telogia and the Lowry chip mill on the way to Chattahoochee. Other than a few pulpwood loading sidings, these are the only customers along the line. Both trains interchange with CSX and then return to Port St. Joe in the early morning hours. Occasionally, CSX doesn't get the empty Seminole Power hoppers back to Chattahoochee in time, and the crew of No.83 has to lay over. If the delay is long enough, empty coal train 83 may see daylight before returning to Port St. Joe.

Except for the mill property in Port St. Joe and the Apalachicola River swamp, the AN is easily seen from public property and is accessible for most of its length. If you wish to visit the enginehouse and shops in Port St. Joe, be sure to stop by the offices on First Street to sign a release and obtain permission in advance.

The paper mill is off limits, so stay out! An overpass on Route 98 crosses the wood unloading tracks leading into the mill, and good views can be had of this operation from the overpass. There is nothing really exciting to photograph deep inside the mill anyway, and the SW9s work in and out all the time.

Following the main line

Starting at the mill, the track runs east and west across Port St. Joe and then curves south on the east side of town. To follow from Route 98, turn left on Route 71. Make a right on Garrison Avenue. A left on Niles Road and four-tenths of a mile further will bring you to the south end of a holding yard used to assemble trains. Excellent late afternoon shots can be had here of trains departing Port St. Joe. To stay with the train, back track to Garrison Avenue and make a left turn. Follow this to Route 98 and turn left again. Route 98 roughly parallels the AN on the south side, diverging from it closer to Apalachicola. The track runs generally east and west between the curve south of the holding yard and Franklin Wye. In the afternoon, photos along this stretch will be totally backlit.

In Apalachicola, turn left on C-384 (12th Street, with a school on corner) and follow it for three miles; the wye at Franklin will be on the left. Slightly more than a mile north of the wye is the

PORT ST. JOE ROUTE

swing span across the Apalachicola River. The bridge itself can be seen from the shoreline on the south side, but there are few vantage points that allow a good broadside view. Bring your telephoto. You will be on private property at any point along the river, so remember to ask permission to be there. Also, stay off the railroad bridge — it is definitely off limits.

The swing span is normally open for river traffic and is closed only when a train is near. It is then opened after the train passes. The bridge tender has to use a boat to reach the center span where the operating controls are located. The bridge looks like it's painted black, but it's not paint. The bridge is actually coated with a thick black grease to protect the metal against the salt water environment.

The railroad runs through the Apalachicola River swamp on the north side of the river, and the only access is by boat by walking in on the tracks. There is little solid ground to stand on anywhere in the swamp that will allow you to get anything other than a nose-on shot of a train on the bridges and trestlework. A word to the wise here. This area is wilderness and as such is full of critters. Florida has all four flavors of poisonous snakes found in North America, and the Apalachicola swamp has plenty of them. The train crews say the snakes sometimes like to sun themselves on the track. The swamp also has "Florida logs" (the kind that move under their own power — and bite). The crews say the 'gators don't like the vibration produced by the trains and will usually make a rapid exit when one approaches. They are probably not as impressed with pedestrians.

Best bet if you really want to shoot the Apalachicola River bridge is to get someone from one of the local marinas to take you out on the river in a boat. This will give you the greatest chance for really good shots of a train on the bridge. If it's a sunny afternoon, the shot crossing the swing bridge and approach trestles is very nicely lit and worth the trouble to get the boat.

If you do shoot the swing bridge you will have to hustle to catch up with the train. The railroad has about eight miles to travel to the Route 65 grade crossing on the north side of the swamp, and you have 25 by road. Retrace your path in Apalachicola to Route 98 and then take a left and follow 98 through town and across the bridge spanning Apalachicola Bay. The intersection with Route 65 is about five miles from the east end of the bridge. Take a left on 65 and drive until you cross the tracks again. With the trains limited to six m.p.h. on the swing bridge and 15 across the swamp, it usually takes the coal train about 35 minutes to get from the swing span to the Route 65 grade crossing (a little less for the freight). If you don't dawdle, you should beat them there.

Acknowledgement

I would like to thank Mr. Wayne Parrish, vice president of the Apalachicola Northern for his assistance and cooperation in preparing this article. Very special thanks to Mr. Billy Howell for his hospitality and the information, photographs and enthusiasm for the AN, and especially the foresight to have saved the history of the AN in paper and photos. This article would have been impossible without his help — JAMES GUNNING.

One other note about the area. North of the swamp, the AN runs through the heart of the Apalachicola National Forest, and the area is very sparsely populated. There are virtually no services along Route 65 from the intersection with 98 until Hosford (50 miles). This is especially true on weekends. Make sure you have enough gas, and don't expect any place to eat.

Five miles north of the grade crossing is Fort Gadsden Creek, and there's a very nice shot from the road bridge. The AN crosses the creek on a low trestle, and reflection shots are usually possible.

Route 65 doesn't get more than 200 yards from the AN all the way to Hosford, and it is usually much closer. Numerous dirt roads from 65 cross the track, and access is very easy in most places. For the most part, the track is running through pine forest with trees on both sides. However, there are large cleared areas, and the track doesn't have the appearance of running through the usual Eastern "tree tunnel." The right-of-way is wide, with an open area 50 feet or more on each side of the track. A big plus is that there are no phone poles to contend with. The major impediment to photography is that daylight will run out before the railroad does. One place that is wide open and usually has good light late into the evening is Wilma.

Telogia is the site of Timber Industry Resources and the first likely stop for No.72. The plant is just off Route 65 and has an added attraction in its own small four-wheel Plymouth "critter" for in-plant switching.

Three miles north of Hosford on Route 65 is Lowry. Ruling grade on the northbound run, Lowry Hill is worth visiting just to see the assault on the grade. Remember, the AN regularly runs trains that weigh over 10,000 tons. A few miles north of the grade crossing is the Lowry chip mill, often the destination of the huge yellow AN chip hoppers seen in most AN freights.

Lowry is where the AN diverges from Route 65. From the grade crossing take 65 north for nine miles, turn left on 65A, go three-and-a-half miles and turn left on 65D. Continue until you cross the track again. Just beyond the grade crossing is Route 12. Turn right on 12, and two miles further you will cross the track again and enter Greensboro. Turn left on any street to return to the track.

Even on the longest day of the year it will normally be too dark for still photography when the first train reaches Greensboro. It really doesn't matter much since from here to the point where the AN enters the South Mosquito Creek Valley near Hardaway, the increasing foliage allows only a few socked-in grade crossing shots. Access to Chattahoochee Hill requires a long walk in along the track. The yard area at River Junction is accessible, but rarely is an AN train there in daylight. Interchange with CSX takes place at the AN yard on the east side of River Junction.

Long trains roll

The future for the AN looks very bright. The unit coal trains have more than tripled the tonnage hauled, and although the paper business is currently depressed, the mill is still in full operation. The current situation is likely to be maintained pretty much as is for the foreseeable future.

If you are considering a visit, try this scenario on for size: The Florida panhandle has the some beautiful white sand beaches that attracted tourists in the early years of the AN. On your way to the beach in the morning, stop and photograph the assembled power at the shop. Perhaps shoot one of the SW9s shuffling cars around Port St. Joe. Then hit the beach and work on your tan. Maybe go swimming or fishing. Wander back over to the AN about 4:30 to be ready for the unit coal train's departure. Chase and photograph in the beautiful evening light until at dusk you find yourself at the Route 65 grade crossing watching and listening to the assault on Lowry Hill.

Come on down — and don't forget the suntan lotion.

PORT ST. JOE ROUTE

EKTACHROME: ED SAMLER

EKTACHROME: JIM BOYD

SD45 Special

THE HILL LINES were early and avid supporters of the SD45. The Great Northern, of course, bought the first production SD45s in May 1966, and the Northern Pacific followed in July with four of its own. A year later the NP got its second order of SD45s, 3604-3619. On May 8, 1967, Ed Samler, a young EMD service engineer, was on his first new locomotive delivery assignment and snapped this photo of NP 3610 at the NP's Northtown engine terminal in St. Paul, Minnesota. The notation on the mount of the 120-size transparency says it all: "First unit I put in service." The NP SD45s were strikingly handsome in their black livery with silver trucks. We never did get to see the Chicago, Burlington & Quincy's SD45s in Chinese Red because the 516-530 were delivered in early 1969 in the green and white of the proposed Burlington Northern, as shown on the 518 (**left**) at Chicago's Clyde diesel shop in March 1970. Until the BN merger was finalized in May 1971, the CB&Q SD45s carried the single word BURLINGTON on their cab sides and had no BN herald.

KODACHROME, PRESTON COOK

KODACHROME, JIM BOYD

Photo Line

KODACHROME SNIDER

KODACHROME TOM SAVIO

KODACHROME PRESTON COOK

FOUR "KODACHROME" SD45-2s were lined up in numerical order (**left**) for Santa Fe publicity photos on Cajon Pass in May 1976. One of two units adorned in experimental *Daylight* colors (**opposite bottom**), SP SD45 7399 led 4-8-4 4449 up Tehachapi Loop on May 12, 1984. In April 1974, two Clinchfield SD45-2s and an SCL SD45 (**below**) were northbound on Copper Creek Viaduct in Virginia. Inheriting them from SCL and Clinchfield, CSX set about ridding itself of all '45s, and ex-SCL 8925 at Scioto Tower (**above**) in Columbus, Ohio, on July 1, 1989, was quite a rarity in CSX gray. Union Pacific was one of the few railroads where an SD45 was "medium sized" power; UP and SP SD45s (**right**) were eastbound at Ogden, Utah, in July 1973. In December 1990, Doyle McCormack's F45 (**top right**) was the second unit at Soda Springs, Cal., on Transisco Tours' *Sierra '49er Express*.

EKTACHROME JIM BOYD

KODACHROME MIKE DEL VECCHIO

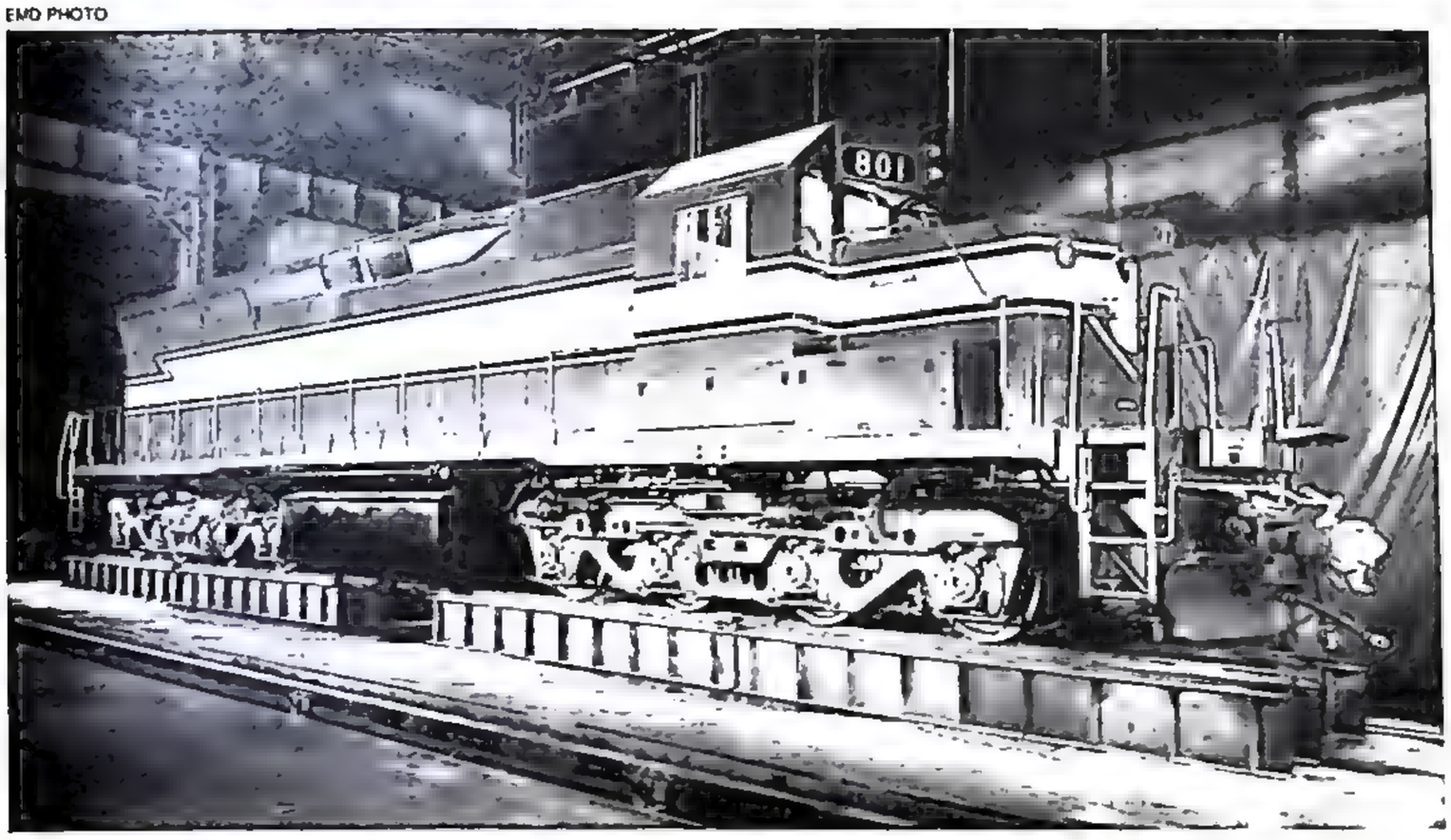
BELOW, KODACHROME. KYLE BREHM / BOTTOM, KODACHROME: MICHAEL HOFF

REGIONAL RAILROADS have become strongholds of 20-cylinder power since the fuel-hungry '45s became available at very attractive prices on the used locomotive market. One of the most remarkable users of '45s was the little New York, Susquehanna & Western, which fielded a fleet of ex-BN SD45s and even a pair of F45s. On October 20, 1988, NYS&W 3636 was speeding eastward on D&H train BUME at Bainbridge, New York. Montana Rail Link has a sizeable fleet of '45s, and in January 1993 (**left**) the 358 (ex-Frisco 947) had a westbound LM train cutting off helpers at Muir Siding with most of its train still in Bozeman Tunnel. One of today's fastest growing SD45 fleets is that of the Wisconsin Central. On April 4, 1993, WC 6581 (ex-AT&SF 5304), one of 21 recently acquired ex-Santa Fe SD45s, led two other SD45s in BN and WC colors on the Stevens Point to Fond du Lac No.8 (**below**) at Winnebago, Wisconsin.

Markers

BY JIM BOYD

EMD PHOTO



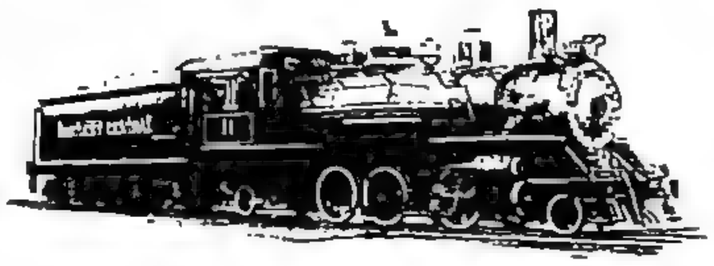
VITORIA A MINAS RAILWAY of Brazil, a 393-mile heavy duty iron ore hauler, acquired a fleet of 83 DDM45s, which were essentially SD45s on meter gauge "D" trucks. The oxide brown and cream 801 posed inside the EMD plant at La Grange, Ill., in February 1970. Eighty-two of them are still in service.

The Narrow Gauge SD45s

Unquestionably the most unconventional offshoot of the SD45 family is the narrow gauge DDM45 built for the 393-mile meter gauge E.F. Vitoria a Minas (EFVM) ore hauling railroad in Brazil. This "cousin" of the SD45 looks to be "all feet" with its four-motor Flexicoil trucks. Preston Cook, the author of our SD45 series makes the following observations about the DDM45:

"The Brazilian railways like the Federal RFFSA and Paulista/FEPASA systems have had a long history of operating locomotives of standard U.S. design, and it was not unusual that the heavy duty Vitoria a Minas Railway would turn to the EMD 20-cylinder model. But since the meter gauge trucks could not handle the standard gauge D77 traction motors, a conventional SD45 would not do. And since six smaller motors could not handle the 3600 h.p. output, a pair of 'D' trucks with four motors each was substituted. This narrow gauge cross-breeding of the SD45 and the Centennial was not quite as simple a process as one might expect. The substantial modifications in cabling and air duct positioning between the trucks meant that almost every-

Run out of Steam?



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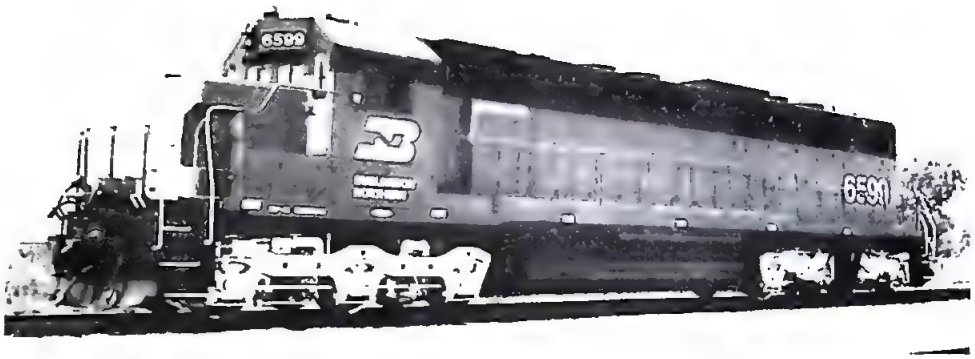

THE ARTICULATED HTBB TRUCK, intended to replace the rigid four-motor Flexicoil "D" truck, was applied in 1985 to Burlington Northern SDP45 6599 for testing. To keep the six motor wiring intact, the center motor was removed from the lead truck, producing an A1A-B+B wheel arrangement. The ability of six new a.c. motors to do the work of eight d.c. motors killed the development of eight-motor units.

thing beneath the DDM45's machinery platform was different from the SD45. The electrical cabinets for the eight rather than six motors were also different.

"The Vitoria a Minas is one of the railroads owned by Companhia Vale do Rio Doce, the world's largest producer of iron ore, and with a double track main line with 136-pound rail, CTC and cab signals, it is a worthy home for a variant of the SD45. It operates from the mining region around Itibara to the seaport of Tubarao (more famous for its 2-10-4s and 2-10-2s on the nearby Dona Teresa Cristina Railway). The EFVM purchased 83 DDM45s (801-883) in seven orders between February 1970 and June 1976, giving the DDM45 the longest production run of any '45 series model.

"The DDM45s have given excellent service, and last year one unit was rebuilt and equipped with 60-series microprocessor control technology. After evaluation, it will be determined if the entire fleet will be similarly rebuilt. Incidentally, the fleet is now down to 82 units, as the 852 was wrecked and scrapped.

"The Vitoria a Minas recently acquired six GE Dash 8-40C variants built in Brazil which mirror the EMD/GE DD35 versus U50 experience of 1963 in that the DDM45 uses two Flexicoil 'D' trucks while the GE BB40-8M uses two pairs of 'B' trucks on span bolsters. The EFVM runs approximately 20 ore trains each way a day with 100-ton hoppers. A pair of 3600-h.p. DDM45s is rated at 160 cars, while two of the new 4000-h.p. GEs are good for 200 cars.

"An obvious question is why the DDM45 was not fitted with standard gauge D trucks and D77 traction motors and ballasted for U.S. service to take advantage of the tractive effort available with the two additional axles. One answer is that the space occupied by the larger trucks has a negative impact on fuel capacity, and such a 'DD45' would have a relatively short range between refuelings — a range, incidentally, just about that of the Vitoria a Minas runs!

"An even more significant problem, however, was the development of a high-output main generator (alternator) which could feed the low-speed appetite of eight D77 traction motors. The development cost of such a 12,000-amp alternator was enough to discourage not only a DD45 but the further use of the HTBB articulated truck (July '85 R&R)

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that was tried on Burlington Northern's SDP45 6599 (former GN 333) in 1985. The new a.c. traction motor systems are now capable of delivering over 5000 h.p. to the rails in a six-motor unit, so the matter of an eight-motor unit has been put on the back shelf for the time being, and there are no plans to equip any of the DDM45s with the articulated truck."

Baseball caps

Cartoonist Curt Katz is an unabashed baseball fan and was in Denver for the second home game of the new Colorado Rockies this spring. His RAILFUN cartoon on page 35 is, thus, no mere coincidence.

He notes that the Rockies really do have "CR" on their caps. He also notes that the Rockies' Colorado Springs Sky Sox farm team has just changed its club insignia and now wears "CSX" on its caps! And you thought CR and CSX were Eastern folks.

Kodachrome by Mom

Quite often female bylines appear in these pages as more and more women get interested in the hobby, but how often does one's mother-in-law get a legitimate photo credit and byline? My wife Cheryl's father, Paul Carleton, is a *bona fide* railfan and book-author, and her small-framed, very feminine mother Daphne is a casual fan and runs the business of D. Carleton Railbooks based in Dunnellen, Florida. While home for lunch recently, Cheryl was reading a letter from her parents, and, as usual, the envelope contained a few slides which she handed to me. One of them was a view of the black Pinsley CF7 shown on page 11 with Daphne's name on it. Knowing that the only black Pinsley units should be in Arkansas, that freshly painted Florida Midland CF7 turned out to be true news — a photo we would have published by any contributor.

Acting like somewhat of a chauvinist, I called Paul to get more information on the photo and to confirm the photo credit. But he explained that, "Daphne took one slide, then we were asked to leave the property. I never got a shot."

Somehow, I had never pictured my mother in law as the type to blitz an engine terminal for photos — M.D.

Chattahoochee: 1968

At 5:20 on a February evening in 1968, Seaboard Coast Line E7 546 (ex-SAL 3019) had departed Jacksonville, Florida, on westbound No.39, the *Gulf Wind* for New Orleans. A little over four hours and 206 miles later it

next in RAILFAN & RAILROAD month

• **AMERICA'S FIRST COAST-TO-COAST PASSENGER TRAIN: Karl Zimmermann takes us for a ride on the press trip to introduce the first U.S. passenger train to operate from coast to coast, Amtrak's recently extended *Sunset Limited* from California to Florida.**

AUGUST 1993 ISSUE ON SALE JULY 1

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WANTED: Railroad books, paper items and railroadiana. Steve Botan, 19822B Lexington Lane, Huntington Beach, CA 92646. 714-962-1126. 594

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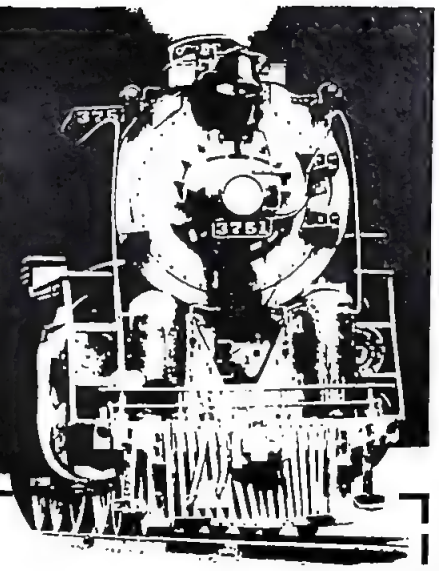

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reached the end of SCL's ex-SAL track at Chattahoochee, Florida. The 546 was replaced by a similar Louisville & Nashville unit, and the train continued westward on L&N iron for New Orleans. The SCL E7 was turned and spotted by the wooden freight house and hooked up to a water hose for the night.

Just before midnight, the Apalachicola Northern freight from Port St. Joe pulled into town, worked the River Junction interchange and pulled up behind the freight house so the crew could go to beans in town. About that time I showed up and banged off some night shots (page 73) before retiring to a local motel for the night.

At 9:10 the next morning, L&N's ex-T&P E7 754 brought the three head end cars, coach and 6-6-4 sleeper of eastbound *Gulf Wind* No.38 into Chattahoochee. The blue L&N unit came off, and SCL 546 picked up for the run to Jacksonville.

The *Gulf Wind* died with Amtrak, but the route was reborn in April 1993 with the extension of the *Sunset Limited* (see RAILNEWS) to Miami. The L&N and SCL are now CSX, and the *Sunset* blows through Chattahoochee without stopping (about 3:00 a.m. westbound and just before 10:00 a.m. eastbound, three days a week). From a struggling plug of a *Gulf Wind* to transcontinental Superliners, Chattahoochee has come full circle — and blue and white Apalachicola Northern switchers in classic EMD livery still visit town every night.

As they say, not bad for the 1990s.

RAILFAN & RAILROAD Advertising Index for July 1993

A–B
A&R Systems, Inc. 17
American AltaVista 39
Arnold Video Productions 25
B.R.M.N.A. 35
Barnard, Roberts & Co. 25
Bay Area Electric RR Association 6
Blue Mountain & Reading RR 15
The Book Depot 40,41

C
C&O Historical Society 32
D. Carlton Railbooks 8
Carson Home Video 24
Carstens Publications, Inc. 12,18,20,22,26,38,39,69
Challenger Tours 35
Charly's Slides 32
Chicory Productions 14
Colorado Railroad Museum 28
Communipaw Commemoratives 14
Conway Scenic Railroad 28
Country Depot Books 69
Crestline Studios 28

D–E–F
The Depot Attic 33
The Depot Attic at Strassburg 22
Des Plaines Hobbies 36
DPA-LTA Enterprises, Inc. 17
Durango & Silverton Railraod 13

G
GNP Publications 69
Golden Spike Enterprises 24
Goodheart Productions 13
Green Mountain Railway 16

H
The Hamilton Collection 9
Heimburger House Publishing 7
Herron Rail Services 16,17
Hi-Iron Railroad Videos 25
Hobbyland 25

I–J–K–L
Images 6
JMJ Productions 7
Kentucky Central Railway 69
M.F. Kotowski 36
Carleton F. Loucks 27

M
MM Books 24
Mark I Video 19
McMillan Publications 10
Edgar T. Mead 24
Medved's 8
Morning Sun Books 14

N–O–P
Nevada Northern Railway Museum 24
New York, Susquehanna & Western RR. 35
North Kildonan Publications 11
Old Line Graphics 27
Overland Chapter N.R.H.S. 14
Pentrex ..... Cover II,3,11,Cover IV
Perry's Hobbys 34
Plets Express 13

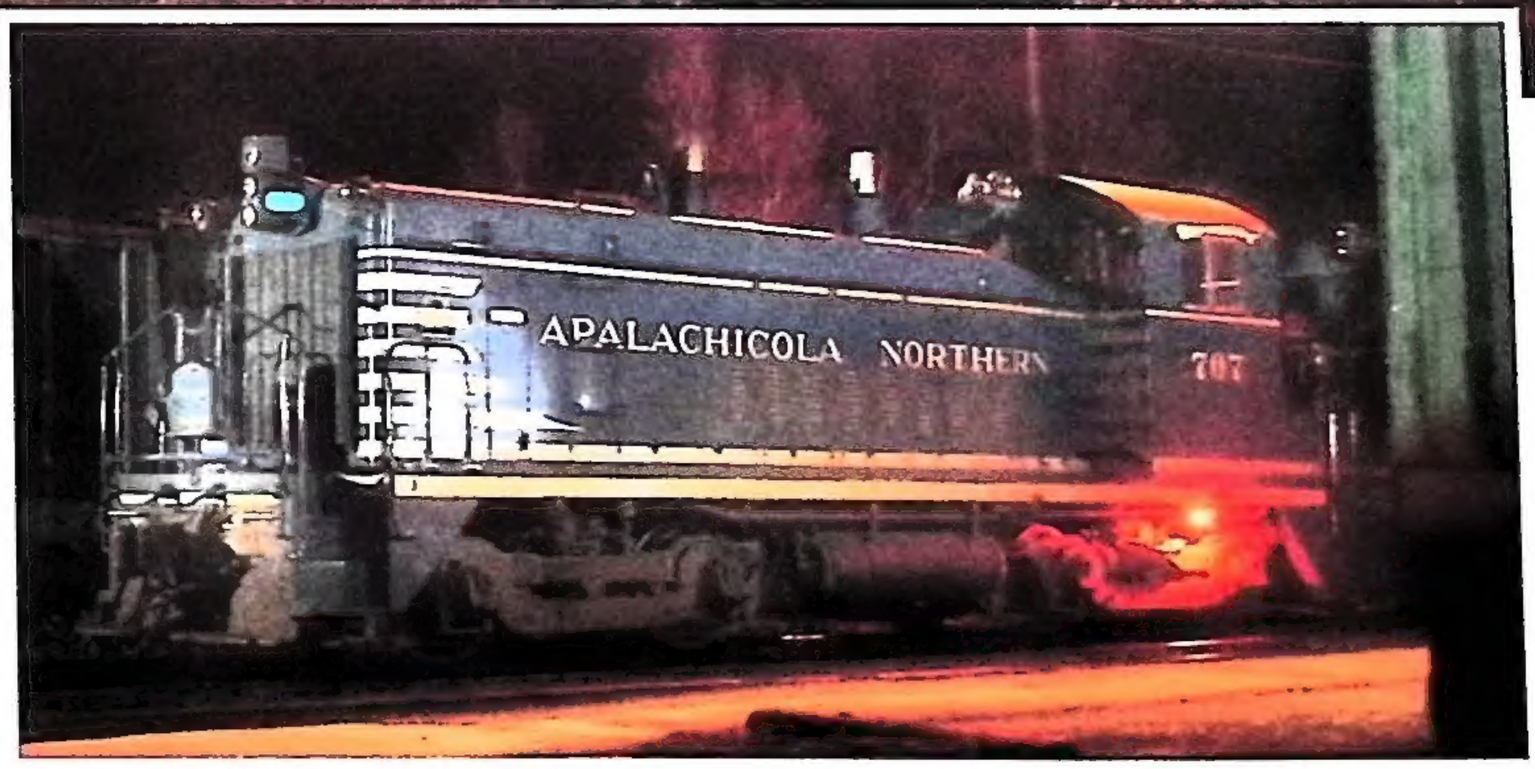
Q–R
Quadrant Press 24
RS Enterprises 26
Railcom 10
Railfan & Railroad 22,30,31,35,72
Railmasters Tours 35
Rail Plaque 32
Railroad Avenue Enterprises 33
Railroad Video Productions 21
Rails 'N' Shafts 23
Railway & Locomotive Hist. Soc. 8
Raritan Bay Hobbies 8
Revelation Audio-Visuals 37
W.N. Rich 32
Ben Rohrbeck 32
Ron's Books 29

S
Scanner World 39
Jon Schaub Photography Service 22
Greg Scholl Video Productions 12
Schrader Enterprises 28
Semaphore Productions 17
The Short Line 26
Steam Trip 1993 20
Sundance Marketing 34
Sunday River Productions ..... Cover III

T–U
TLC Publishing 26
Trackside Prints 33
Trackside Video 10
Transit Gloria Mundi 36

V–W
Video Classics 20
Bernard Webber 28
G.C. Wineholt 27

CHATTAHOOCHEE, FLORIDA, in February 1968 had Seaboard Coast Line E7 546 parked beside the freight house after bringing the *Gulf Wind* into town and handing it over to an L&N E-unit to continue westward on L&N rails to New Orleans. It would take the eastbound *Gulf Wind* to Jacksonville the next morning. Meanwhile, the Apalachicola Northern freight from Port St. Joe was in town, and the units were left behind the freight house (**right**) while the crew went to dinner. The SW9 707 was sold in 1970 to an equipment dealer. Clinchfield 360 (**below**), seen in November 1971 at Erwin, Tennessee, was AN 704, one of four NW2s sold to the Clinchfield in 1970.



THREE EKTACHROMES: JIM BOYD

KODACHROME BEN KERR

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ALABAMA RAILROAD GP16 1600 (ex-CSX) emerged from Birmingham Rail & Locomotive at Birmingham, Ala., in February in the new paint scheme of parent Pioneer Railcorp. See page 44.

OPERATION LIFESAVER markings are now worn by C&NW GP15-1 4410, seen at Chicago's Proviso Yard on April 3 (**right**). OL's grade crossing safety message could have prevented March's explosive collision between Amtrak's *Silver Star* and a gasoline tanker truck (June '93 RAILNEWS) in Fort Lauderdale, Fla. (**below**).

KODACHROME: FRANK NOVAK

MARYLAND MIDLAND has received GP38s 300-302 from Helm Financial Corp. The 300 passed through Willard, Ohio, on March 1 (**above**) en route to MMID at Union Bridge, Maryland. Meanwhile, out West, ex-MMID F7s 100-101, delivered to Short Line Enterprises last year, led an R&LHS fan trip across the ex-SP bridge near Fillmore, California, on February 6 (**top**). See page 44.

BELOW, KODACHROME PETER JOBE. BOTTOM, EKTACHROME PETER LARSON

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"The Canadian" shows you the highlights of it's nearly 3000 mile run (700 more than the Super Chief) between Montreal and Vancouver. 80% of the picture is devoted to this glistening stainless steel snake in real Canadian Pacific colors (not Via) as it slices the towering grandeur of the snow capped Canadian Rockies, squirms along the roaring streams at the canyon bottoms and bores beneath the Selkirk Range where snow depths reach 12 feet. Includes the longest tunnel in the Western Hemisphere. FP 7s galore.

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2 The Candian 45 min $29.95. If you own the old "Canadian", you can return it for exchange for $10 any time prior to July 1, 1993.

Whittaker

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The Canadian Pacific in Winter and Summer

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Then, in winter 1978, a single Hudson is photographed from Golden, thru the Spiral Tunnels, to Bunff with a 1950s matched maroon, semi-streamlined passenger consist. Closes with Royal Hudson 2860 captured on Ektachrome Commercial Motion Picture film as she makes her famous run along the cliff ringed shore of Howe Sound to Squamish.

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Pentrex presents a rare and exclusive look at a Union Pacific rotary snowplow at work.

In January, 1993, a series of cold Pacific storms brought heavy snowfall to northern California's Sierra Nevada Mountains. The Union Pacific Railroad's mainline through the Feather River Canyon was unusually hard hit.

While spreaders kept the mainline open, trains made slow progress through the Canyon due to inoperative signals, snow-bound sidings, and frozen switches. Pentrex has captured the beauty of this winter wonderland as trains attempt to negotiate the snow-covered Feather River Route.

For the first time since it acquired the line in 1982, the Union Pacific dispatched one of their Cheyenne-based rotary snowplows to Portola, California. Not since the days of the Western Pacific Railroad has a rotary been needed to protect the mainline through the Feather River Canyon.

Steve Lee, Manager of Steam Operations for the UP, takes you on a tour through the cab of the rotary and explains its history and operations. From trackside and aboard the train you will experience this awesome machine at work. The battle of snowplow against the winter elements is captured here for you to experience in all its fascinating splendor.

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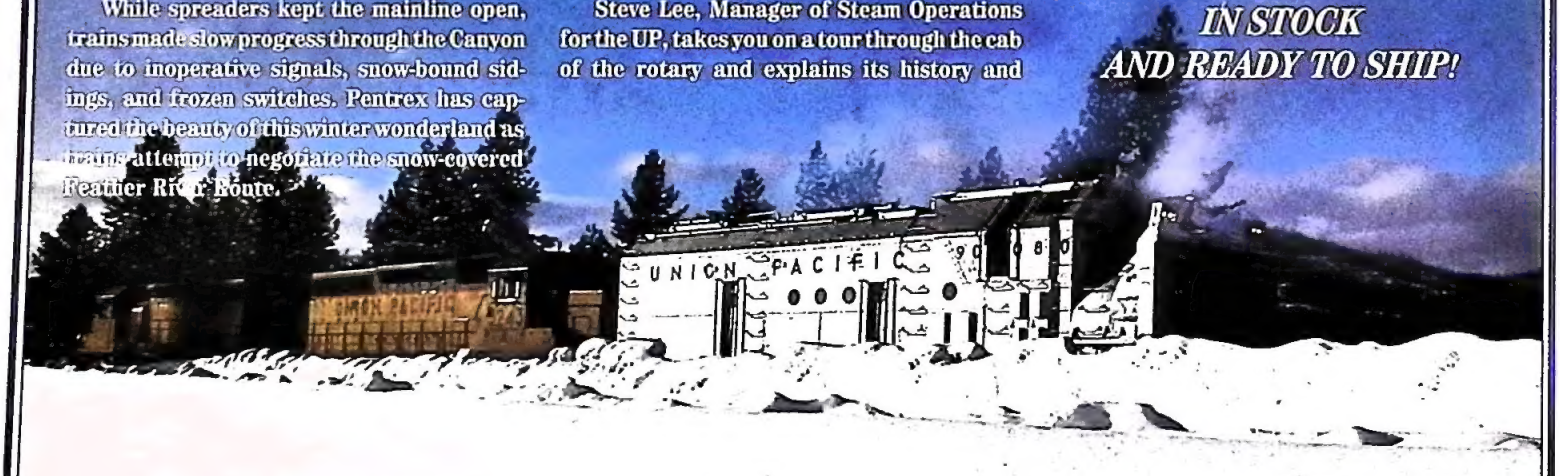

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